

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE, ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXXII., No. 49.]

SATURDAY, DECEMBER 2, 1876. [WHOLE NO. 2,119, VOL. XXXII.]

MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

PRINCIPAL CONTENTS.

Rates of Freight on the Great Trunk Railroads	1525
Atlanta and Richmond Air-Line Railroad	1525
Northern Central Railway	1525
Boston and Providence Railroad	1526
Central Railroad of New Jersey	1527
A New Line to Chicago	1527
Chicago and Lake Huron Railroad	1527
Commercial Relations of the United States with Foreign Countries	1528
A German Military Railroad	1528
Massachusetts Railroad Returns	1529
City Passenger R. E. Share and Bond Lists	1530
Railroad Earnings	1531
Federal and State Securities	1532
Railroad Bond and Share Lists	1533, 1542
Financial and Commercial Affairs	1549
One Continuous Passage	1551
Finances of Wisconsin	1552
Railroad and Canal Dividend Statement	1553
India Rubber Tree Culture	1554

American Railroad Journal.

New York, Saturday, December 2, 1876.

Rates of Freight on the Great Trunk Railroads.

The *Chicago Railway Review*, of November 18th, misstates the position of the JOURNAL upon the question of rates of freight over the great trunk railroads, and treats the whole subject with unbecoming flippancy, not to speak of its courtesy towards the JOURNAL. The questions involved are of the first importance, involving principles of the deepest concern, not only to railroad corporations but to vast populations and varied forms of industry, and should be fully and freely discussed in an appreciative spirit of inquiry. Any other manner of treating any views that may be advanced is most unworthy.

The position which was taken in the JOURNAL of November 11th was briefly this: Rates for eastward-bound freight over the great trunk railroads were too low, unjust to stockholders, not productive of any real good to anybody, (which is indeed true of any abnormal condition of affairs) and the result, too plainly, of an unseemly

rivalry, mingled perhaps with not a little personal feeling, as well as pride of opinion or position. Such a state of feeling, and any action based upon or growing out of it, ought not to be countenanced one hour after it became manifest.

But the JOURNAL at the same time insisted that in revising and advancing these rates of freight extreme views should not prevail. All propositions looking to the making good of losses resulting from excessively low rates of freight by the imposition of those that would be regarded as extravagantly high should not be entertained. Violent extremes should be avoided. The country is not in a position to support them. Prices of western agricultural products are not sufficiently high to warrant them. They would cripple the winter's business of the railroads. Should any great advance in prices take place as the result of a general European war, the railroads might justly claim a share in the advance, as they have suffered from the decline. But as matters now stand, only a moderate advance in the rates of freight under consideration can be made. Any action that could be considered at all burdensome would be such an addition to the business drawbacks which now prevail as to be grievous to be borne.

We are happy to see these views supported by so eminent an authority as Mr. Garrett, the President of the Baltimore and Ohio Railroad Company. In his last annual report to the stockholders of that corporation (published in the JOURNAL of the 25th ult.) he distinctly avows the moral obligation to the city of Baltimore which is felt by his management. Commodore Vanderbilt, in his management of the New York Central and Hudson River Railroad, practically acknowledges a sense of the same obligation to the city of New York. Mr. Garrett also admits that but a small advance on the current rates of freight is needed to make business profitable. He says:

"A difference of ten cents per hundred pounds on the largely increased tonnage of through merchandise, which would have given reasonable and satisfactory rates to the public, would have made an increase of \$2,186,786 in the net results of the year's work."

An increase of ten cents per hundred pounds on through freight (to repeat the idea of Mr. Garrett,) would have added forty per cent to the net earnings of the road! Nothing may be added, we feel sure, to support the positions which have been taken by the JOURNAL on this question.

would have added forty per cent to the net earnings of the road! Nothing may be added, we feel sure, to support the positions which have been taken by the JOURNAL on this question.

Atlanta and Richmond Air-Line Railroad.

The sale of the Atlanta and Richmond Air-Line Railroad, which is advertised to take place at Charlotte, N. C., on the 5th of December in, according to the *Observer* of that city, causing considerable surprise as to the probable purchasers of the road. It says the general impression is that Mr. John M. Robinson, the president of the Seaboard and Roanoke, Raleigh and Gaston, and Raleigh and Augusta Air-Line Railroads, will become the purchaser, in which event the Air-Line will be run in connection with these three roads instead of with the Richmond and Danville, as at present. Only a few miles of railroad are to be built before there will be a route to Raleigh via the Carolina Central and Raleigh and Augusta Air-Line, which will be a mile shorter than the present. When this is finished, which it is expected will be done by the first of January, the line will be complete to Norfolk and thence to Baltimore by the Bay Line of steamers, which is under the control of this corporation. If this arrangement is perfected a line will be formed which will offer a strong competition with the Richmond and Danville Railroad.

Northern Central Railway.

An agreement was filed for record in the clerk's office of the Superior Court at Baltimore on the 21st ult. between B. F. Newcomer, Wm. T. Walters, and Samuel M. Shoemaker, trustees on the one part, and the Northern Central Railway Company by its president, Thomas A. Scott, on the other part. The object of the agreement was to declare of record the amount of bonds now due and outstanding, issued by virtue of a mortgage of the company for \$2,500,000, of December 20, 1855. This total amount has been reduced to \$1,490,000. The bonds so reduced were as follows: \$763,500 held by the trustees of the sinking fund under said mortgage, and \$166,500 by the commissioners of the general sinking fund up to June 19, 1874. Since then additional bonds for \$80,000 have been purchased and cancelled by said

trustees. The bonds now outstanding are 1,288 bonds of \$1,000 each, and 404 of \$500 each, amounting to \$1,490,000, as stated, and the mortgage now stands as security for that amount.

U. S. Supreme Court Decisions.

The following decisions, among others, were rendered by the United States Supreme Court on the 27th ult.:

No. 76 and 77—Bank of Kentucky agt. Adams Express Company, and the Planter's National Bank of Louisville agt. same; error to the Circuit Court for Kentucky.—In these cases the court hold that the restriction in the bill of lading of the express company, providing that the company should not be liable for any loss, damage or detention of a money package occasioned by fire, does not protect the company against liability where the loss is the consequence of the negligence of carriers or their servants or agents, and, therefore, that the company is responsible for losses in such cases by fire caused by the negligence of the railroad companies employed by it in the transportation of the package. The railroad company, it is said, in transporting the messenger of the express company and the express matter in his charge, is the agent of the express company, employed and paid by it; the service performed is the service of the express company—a duty incumbent upon the express company and upon no one else. If any one is to be effected by the acts or omissions of persons employed to do a particular service, it must be the one who gave the employment. Reversed; Justice Strong delivered the opinion.

No. 58 and 59—Town of South Ottawa agt. Perkins, and Board of Supervisors of Kendall County agt. Post; error to the Circuit Court for Illinois.—In these cases the court affirm the validity of certain municipal bonds issued in aid of certain railroad companies, and also affirm the ruling below, by which the corporations which had issued their bonds under a certain act were denied the right to offer evidence to show that the law had never in fact been passed. The Chief Justice delivered the opinion, holding that such a corporation having issued its bonds and put them on the market as commercial paper upon the faith of a certain law, cannot be permitted to show as against a bona fide holder of the bonds, that the law was never enacted; and adds, that as the courts of Illinois have never decided the question directly, this court is left free to answer it. Dissenting Justices Bradley, Miller, Davis and Field.

No. 68—Grant agt. The Hartford and New Haven Railroad Company; error to the Circuit Court for the District of Connecticut.—In this case the court holds that the expression "profits used in construction" within the meaning of the 122d section of the Internal Revenue act does not embrace earnings expended in repairs for keeping the property up to its normal condition, but has reference to new constructions adding to the permanent value of the capital; and when these are made to take the place of prior structures it includes only the increased value of the new over the old when in good repair. Affirmed. Justice Bradley delivered the opinion.

United States Supreme Court Decision in Regard to Patents.

The U. S. Supreme Court has rendered its decision in the case of Beidsall et al. vs. Coolidge (error to Circuit Court for the District of Nevada). In this action which is for an infringement of a patent for an improvement in machines for the amalgamation of gold and silver, it is decided that juries in action at law for infringement of patent are required to find actual damage sustained by plaintiff in consequence of the unlawful acts of the defendant. Power is given to the Court in such case to enter judgment for any sum above the amount of the verdict, not exceeding three

times the amount of the same, together with costs; but the jury are strictly limited in their finding to the actual damages which the plaintiff has sustained by the infringement. Reversed. Justice Clifford delivered the opinion.

Boston and Providence Railroad.

The earnings of this road for the years ending September 30, 1875 and 1876, were as follows:

	1875.	1876.
From passengers	\$897,404 03	\$830,468 40
" freight	619,180 69	568,648 87
" rents	17,642 55	19,003 07
" express	31,731 64	33,448 68
" mails	6,711 79	7,298 31
" interest	8,587 71	8,892 23
	\$1,581,258 31	\$1,467,759 56

Expenses, viz:

Repairs of railroad	\$111,964 91	\$117,557 24
Sleeper account	23,240 34	21,863 50
New steel rails	82,067 05	64,529 40
Repairs of locomotives	50,833 66	38,383 12
Repairs of cars	64,682 81	57,870 71
Repairs of stations and fixtures	49,430 68	64,904 92
New bridges & repairs	53,891 62	32,714 78
Fence account	6,390 57	5,904 96
Snow account	4,766 79	654 28
Gratuities and damages	7,445 05	2,351 71
Passenger department	195,178 40	200,492 30
Freight department	181,409 51	172,247 52
Coal	115,402 14	100,968 81
Miscellaneous exp	25,827 05	28,278 94
Switch and gatemens	42,210 99	43,352 86
Taxes, insurance, etc.	100,114 80	88,617 08
Oil and waste	13,460 82	12,443 99
Telegraph expenses	1,405 20	1,314 06
Interest paid	82,454 22	100,028 86
	\$1,216,476 11	\$1,149,478 99

Balance carried to income account	\$364,782 20	\$318,285 57
Add balance from previous year	459,178 02	
	Total	\$777,463 59
Dividend paid May 15, 1876, \$4 per share	\$160,000 00	
Dividend payable November 15, 1876, \$4 per share	160,000 00	
Balance to new account	457,463 59	
	Total, as above	\$777,463 59

Compared with the previous year, the gross earnings show a decrease of \$113,498 75, with a decrease in expenses of \$67,002 12. The report says:

The falling off in receipts which has been going on for the last four years, still continues, and has been met in part by a further reduction in expenses, warranting the declaration of two four per cent. dividends, amounting to \$820,000, which sum represents the net earnings of the year within \$1,714 48.

The general result of the year's business, is given in the following tables, furnished by the Treasurer.

The gross receipts for the fiscal year 1874-'5 amounted to \$1,581,258 31 While those for the current year 1875-'6 were 1,467,759 56

Showing a falling off in our receipts of \$113,498 75

In the corresponding period 1874-'5 the expenses were \$1,215,476 11

And for the current year 1875-'6, they were 1,149,478 99

Showing a reduction in our expenses of \$67,002 12

The receipts of the year 1873-'4, were \$134,828

99 less than those of 1872-'3, and the reduction in

expenses for the corresponding period, was \$140,899 31.

The receipts of the year 1874-'5, were \$106,020 88 less than those of 1873-'4, and the reduction in expenses for the corresponding period, was \$67,627 66.

It appears as above, that our receipts for this year have been less than the last by \$113,498 75, and the expenses less by \$67,002 12, while to earn the smaller sum, forty-six hundred more miles have been run.

This steady decrease is doubtless to be accounted for in part, by the depressed condition of business and the consequent falling off of local travel, but it is in part due to the demand for lower rates of freight, and especially, to the growing competition which meets us on every side.

It may be doubted that a narrow gauge road will be built between Boston and Providence during the next few years, as being too costly an experiment; but your directors would refer to the fact, that ground has already been broken for a regular gauge between Franklin and Valley Falls, known as the Rhode Island and Massachusetts Railroad, making a direct competing line to Providence four miles longer than your route.

According to agreement, the Fall River, Warren and Providence Road, has been transferred to the Old Colony Corporation, they paying cost and interest for the same. Of the \$317,645 09 representing the original cost, \$215,000 have been applied to the extinguishment of your debt, all that could be controlled, and \$77,767 29 of this repayment, is represented by Union Freight Railroad Stock, the holding of which was authorized by the Stockholders at the last annual meeting, and has subsequently been confirmed by the Legislature.

The report of the directors to the Railroad Commissioners shows the number of miles run by our trains during the year to have been 804,871, against 800,269 the previous year. The whole number of passengers carried this year 3,475,378, against 3,524,377 for the former period. The whole number carried one mile 87,948,007 against 88,743,664, and the number of tons of freight carried this year 589,643, against 691,318.

In the reduction of our receipts, \$50,581 82 is due to the diminution of our freight business, and \$6,935 63 to the falling off of receipts from passengers.

SUMMARY.

More miles run the present year as compared with the last 4,602

Less number of passengers carried the present year as compared with the last 48,999

Less number of passengers carried one mile the present year as compared with the last 795,657

Less tons of freight carried the present year as compared with the last 101,675

There have been but three passengers injured. Two fatally, by leaving the cars while in motion; the other seriously, by jumping from an inward Dedham train, directly in front of an outgoing train, at the dangerous Boston and Albany Crossing. There were seven accidents caused by persons carelessly walking upon or crossing the tracks. Of these five proved fatal.

One employee of the road has been injured, while in the discharge of duty.

Warned by the freshets of last spring, whereby the giving way of a dam near Worcester brought great disaster to the neighborhood, and seriously damaged the track of the Boston and Albany Road, a careful inspection was made by engineers, experts and by your directors in person, of the abutments and piers which support the wooden bridge over the River Blackstone, at Valley Falls. The engineers reported that the masonry was not fully equal to the strain caused by the quick and heavy traffic of to-day, and might not stand the rush of any collection of debris brought against it by the breaking of some of the numerous dams on the river above. There could be no hesitation in at once undertaking an unexpected and expensive work. One abutment, and the two most important

ant piers in the bed of the river, have been renewed in a thorough and substantial manner, and next spring, the other abutment and piers will be rebuilt. This is the longest bridge on the line of the road, having a span of 375 feet. It should be renewed with iron, and it may be well to avail ourselves of the present low prices, to complete the important work.

An iron bridge has been substituted for one of wood, at the Bussey Crossing. The new brick station at Roslindale is about completed. The clearing of the bed of Stony Brook near the Forest Hills station by the City of Boston, has led to greater facility in operating the branch line which enters the main track at this point, besides doing away with the dangerous openings which have heretofore existed. Improvements have been made at Forest Hills and Jamaica Plain, by the erection of protecting sheds for passengers opposite the station houses, and the approaches to the Jamaica Plain station have been graded and paved since the close of the financial year. The passenger station at Providence, has been repainted and cleaned.

The open winter was favorable to the road bed, and but four and half miles of new track have been relaid with steel. There now remain thirteen and a half miles of the eighty-eight miles of double main track, to be so renewed.

As is generally known, the Stonington Steamboat Company propose hereafter, to run their commodious and powerful boats, the Massachusetts (now in course of construction) and the Rhode Island, between Providence and New York direct, during the spring and summer months. For this business, a new locomotive has been provided, named after a former and highly esteemed director of this road, the late George R. Russell.

TRIAL BALANCE, SEPTEMBER 30, 1876.
Construction and equipment..... \$4,000,000 00
Stoughton Branch 85,400 00
Providence, Warren and Bristol
Railroad stock 293,679 27
Union Freight Railroad Co. stock 77,767 29
Real estate 212,168 69
Cash and cash funds 184,564 55
Notes receivable 42,730 08
Improvement account, including
new passenger station in Boston. 735,305 52
Materials on hand 203,870 83
Balances due from other roads, etc. 130,400 04

\$5,965,886 22
Capital stock \$4,000,000 00
Seven per cent bonds, due 1898. 500,000 00
Notes payable 794,000 00
Unclaimed dividends 5,761 00
Dividend No. 80, due Nov. 15, 1876. 160,000 00
State tax 84,818 45
Balances due to other roads, etc. 18,813 18
Income account 457,468 59

\$5,965,886 22

President.—HENRY A. WHITNEY.

Directors.—Henry A. Whitney, George W. Hall, Thomas P. L. Goddard, J. Huntington Walcott, Wm. R. Robeson, Francis M. Weld, Joseph W. Balch.

Treasurer.—B. B. TORREY.

Superintendent.—A. A. FOLSON.

Domestic Telegraph Co.
A certificate of incorporation of the Domestic Telegraph Company has been filed in the clerk's office of the Superior Court at Baltimore, which declares that the "corporation is formed for constructing, owning, leasing and operating lines of telegraph in the State of Maryland, establishing signal boxes and general messenger services connected with the telegraph business." The company is managed by a board of five directors, who are Wm. A. Duon, Walter H. Stewart, Charles W. Crumbacker, Joseph B. Bruner and Garrett S. Mott, of Baltimore city. The capital is \$50,000,

in 2,000 shares of the par value of \$25 each. The charter authorizes the company to do business in Baltimore and any other towns and roads in Maryland.

Central Railroad of New Jersey.

The Herald says that since Col. Moore, the new superintendent of this road assumed charge on the 1st ult., "the prospects of the corporation have become brighter. Sinecures of long standing have been cut away, deserving officers who were discharged for reporting irregularities have been reinstated and bogus payrolls are things of the past. Five conductors have been discharged on the Philadelphia and Bound Brook line. The number of sinecures was amazing, there being in some cases nearly as many bosses as workmen. In the Communipaw workshop one boss was engaged to watch two blacksmiths. In other instances a boss was appointed for every three men. Colonel Moore has already effected a saving in this particular at the rate of \$16,000 a year, and a still greater economy is looked for. The workshops at Hampton Junction are to be abolished, and the work will then be performed at Jersey City and Easton. At the same time the business of the road is steadily increasing and fewer complaints are heard on the part of the passengers. The investigation into the frauds on the part of officials is slowly progressing."

New Railroad Project.

The Straight Shoot Railroad Company of Virginia have made a contract for the completion of its entire line from Richmond to Lynchburg and its connection with the Chesapeake and Ohio Railroad at Clifton Forge within the next three years. The road is about 200 miles long, and will for its entire length occupy the valley of the James River. The contractors agree to receive about four-fifths of the price in the stock and bonds of the company. It is claimed that this will make a new outlet for the West Virginia coal fields, and it is also claimed that the iron belt traversed by it is the richest and most extensive east of Missouri.

A New Line to Chicago.

The Tribune says that "steps have been taken to open a new trunk line between this city and Chicago and the Southwest at an early day, by the way of the Canada Southern Railroad. About 70 miles of the eastern part of the Chicago and Canada Southern Railroad—by which it is proposed to connect Chicago with the Canada Southern at the crossing of the Detroit River—were completed some time ago, but the illness of Commodore Vanderbilt, it is stated, stopped work. The road bed from Fayette—the western terminus of that portion of the road now in operation—to Eden, a distance of 25 miles, had been made ready for the ties and rails. From Eden to Butler, the eastern terminus of the Eel River Railroad, the distance is only nine miles, and the Eel River Company has proposed to build a track to Eden if the Chicago and Canada Southern will complete its line to that place. By this means a continuous line will be established to Logansport, Ind., and thence to Lafayette, St. Louis, Omaha, &c. This arrangement will also give the Eel River Railroad a direct connection with Detroit and the North and East. The Chicago division of the Baltimore and Ohio Railroad crosses the proposed new route seven miles west of Eden, thus furnishing a direct

line to the Chicago and Canada Southern to Chicago by passing over seven miles of the Eel River track. The Eel River Company has agreed to pro-rate with the Chicago and Canada Southern, and the Baltimore and Ohio has offered very favorable terms for the use of its track to Chicago. The distance from Eden to Chicago is about 150 miles by the proposed route. It is claimed that there is no intention of abandoning the original purpose of building an independent line from the Detroit River to Chicago, but the new line will be used until the main line is finished."

Chicago and Lake Huron Railroad.

It is expected that the gap of 49 miles between Flint and Lansing will be closed by the 15th of December. For some years the divisions from Port Huron to Flint, Michigan, 66 miles, and from Lansing to Valparaiso, Ind., 106 miles, have been in operation, connecting at the last named place with the Pittsburg, Fort Wayne and Chicago Railway, for Chicago. When completed the line from Port Huron to Chicago will be 822 miles, giving the Grand Trunk Railway of Canada in whose interest it will be operated, a shorter line to Port Huron than via the Michigan Central Railroad by 21 miles.

In the U. S. Circuit Court at Alexandria, Va., on the 25th ult., a decree was passed ordering the Receiver of the Washington City, Virginia Midland and Great Southern Railroad to pay the past due interest of the Orange and Alexandria first and second mortgage bonds. The decree also grants permission to those who have exchanged Orange and Alexandria bonds for bonds of the Virginia Midland to re-exchange, receiving back their Orange and Alexandria upon surrender of the Virginia Midland.

The Receivers of the Ohio and Mississippi Railroad Company, Daniel Torrence and John King, Jr., have issued a circular to the employees of the road, stating that arrangements have been made to promptly meet accruing wages; that absolute discipline will be expected and required throughout the service; and that a system of rigid economy will at once be inaugurated in all the departments of the road.

The Ohio State Journal says that the Scioto Valley are delivering fifteen hundred tons of iron to the Springfield, Jackson and Pomeroy Narrow Gauge Railroad at Jackson, Ohio. They are also hauling twenty cars of timber for the Scioto river bridge for the same road to be delivered at Waverly, Ohio. The iron on this road from Jackson to Waverly is to be laid as rapidly as possible.

The St. Louis Republican's Kansas City special of November 21 says, "Carlos S. Greeley and Henry Villard, recently appointed Receivers of the Kansas Pacific Railroad, took possession of all the property of that road to-day, under order of the District Court, Kansas City. Robert E. Carr was appointed General Manager, and T. F. Oakes, General Superintendent."

At Memphis, Tenn., on the 27th ult., Judge Trigg, of the United States District Court, issued an order for the sale of the Memphis and Paducah Railroad, on petition of the first mortgage bondholders.

Commercial Relations of the United States with Foreign Countries.

The following is an extract from the Report of the Secretary of State upon the Commercial Relations of the United States with Foreign Countries for the year ending September 30, 1875:

AUSTRIA-HUNGARY.

The returns of the commerce of Austria-Hungary, exclusive of Dalmatia, show that the value of the imports for the year 1874 amounted to 565,015,888 florins, and that of exports for the same period to 452,257,803 florins. Upon comparison of these figures with the returns of the present year, the year 1874 shows a decrease of 5,006,015 florins in the imports, but an increase of 28,184,068 florins in the exports.

BELGIUM.

The special commerce of Belgium is reported as having amounted in the year 1874 to 2,407,102,729f., of which 1,292,462,993f. was the value of the imports, and 1,114,639,736f. of that of the exports—a decrease in the aggregate of 174,198,000f. from the commerce of 1873. In the trade of Belgium with the United States for the year 1874 a decrease of 12,600,000f., or nine per cent., is noticed in the imports, and an increase of 2,300,000f., or fourteen per cent., in the exports, as compared with the previous year.

FRANCE.

Although the aggregate commerce of France suffered considerable diminution during the year 1874, the trade with the United States seems to have materially increased. The imports into France from this country during the year named amounted to 241,500,000f., exceeding those for 1873 by 42,000,000f., and the exports by 296,400,000f., or 5,100,000f. in excess of the exports of the previous year. Although the balance of trade between the two countries is still in favor of France by nearly 56,000,000f., yet this is a gain in favor of the United States of nearly 36,000,000f. over the year 1873, and of 71,800,000f. over the year 1872. The total value of the declared exports to the United States from the several Consular districts of the United States in France for the year ending September 30, 1875, is reported as amounting to \$61,700,000 over the corresponding period of 1873-74.

GERMANY.

A general stagnation in the trade of the German Empire is reported the past year. The total declared exports from the Consular districts for the year ending September 30, 1875, amounted to \$30,174,868, being a reduction of \$2,151,512 from the corresponding period of 1873-74.

GREAT BRITAIN.

During the year 1874 the imports from the United States considerably more than doubled the exports to this country, the former having amounted to £73,897,400 and the latter to £32,288,321. The total value of declared exports amounted during the year ending September 30, 1875, to £125,477,808, being £18,341,278 less than the corresponding period of 1873-74. The total number of vessels which entered the ports of the British Isles during the year 1874 is officially reported as 63,861, measuring 22,368,610 tons. These figures compared with the returns of 1873, show a loss of 643 vessels, but a gain of 503,553 tons, the gain in the tonnage appearing chiefly in steam navigation. The total number of vessels that entered from the United States during the year 1874 amounted to 4,068, measuring 8,509,249 tons, and of those that cleared for this country to 2,778, measuring 2,806,251 tons, being a gain of 656 vessels and 489,091 tons in the entries, and a loss of 441 vessels and 228,542 tons as compared with the shipping returns of the preceding year.

CANADA.

The general commerce of Canada has suffered a large decrease during the fiscal year ending June 30, 1875. The total value of exports from the dominion, exclusive of coin and bullion, have amounted to \$74,628,212, being a reduction of

nearly \$10,000,000 from the previous year. The goods entered for consumption are reported as having amounted during the last fiscal year to \$119,618,667, showing a decrease from the year 1873-74 of \$7,785,512. The commerce of Canada with the United States exhibits a diminution during the year above mentioned of \$4,847,663 in the imports from the Dominion and of \$3,477,752 in imports from this country. The balance of trade appears to be in favor of the United States by nearly \$22,000,000. In the year 1872 it was in favor of Canada.

SWEDEN AND NORWAY.

The value of the imports into Sweden and Norway from the United States, is reported as having amounted during the year 1874 to \$6,588,875, and the exports to this country to \$1,510,761. These figures indicate a large decrease from the commerce of 1873, when the imports from the United States amounted to more than \$9,800,000, and the exports to this country to over \$8,000,000.

TURKISH EMPIRE.

No regular reports on commerce are issued by the Ottoman government; but some tabular statements submitted by the Consul General at Constantinople shows the imports of that port for the year 1874 to have amounted to \$108,602,660, and the exports to \$6,965,640. The imports of Constantinople from the United States for the year ending June 30, 1875, are valued at \$1,714,789, and the exports therefrom to this country at \$148,013.

BRAZIL.

The value of the imports of the Empire from the United States during the year ending June 30, 1875, is reported as \$7,491,492, and the exports to the United States as \$42,586,665, showing a large balance of trade in favor of Brazil, which is attributed to the high cost of transportation.

UNITED STATES OF COLOMBIA.

It appears that Great Britain and her West India colonies provide nearly one-half of the imports of Colombia, amounting to about \$5,000,000; France ranks next, then Venezuela, the United States being fourth in order. The importation of Colombia from this country amounted, during the period already named, to \$806,644, showing a balance of trade in favor of Colombia of \$250,000. The causes assigned for the inferior part taken by the United States in Colombian commerce are the expense of transportation and the high tariff in this country.

MEXICO.

There are no returns from Mexico in possession of the Department of State later than June 30, 1878.

CHINA.

The imports into China from the United States amounted in 1874 to 294,612 taels, indicating a considerable decrease from the trade of the previous year in respect to exports, the imports remaining nearly the same. Of the total tonnage entered and cleared at the treaty ports of China more than thirty-three per cent was American. The Consul General at Shanghai attributes this circumstance to the superiority of the model of our ships for certain branches of trade, and partly to the enterprise and good fortune of some of our citizens. He suggests, however, that this superiority, not resting upon a solid foundation, may already be decreasing.

CENTRAL AMERICA.

Our Minister Resident has been unable to obtain any special returns of Central American commerce of recent date, but observes that the few data in his possession indicate an increase in the volume of trade. This, however, does not appear to be true respecting the commerce with the United States.

RUSSIA.

The value of the total export from Russia to America has decreased during the last year to the amount of \$225,874, owing to a decline in the export of two principal articles, namely, sheet iron

and Russia leather. The price of labor having increased throughout the Empire, the expense of production of the Russian sheet iron, combined with that of its transportation from those far away factories in the Ural Mountains, on the border of Asia, have raised the total cost of the article to such an amount as to make it unprofitable to export the same and to compete with the home produce of the United States, now being substituted therefor. As to the Russia leather, the fact may be stated that, owing to previous agreement, the principal factory engaged in manufacturing leather is exporting the article in large quantities to Germany and England, whence it may be re-exported to the United States.

JAPAN.

The table of exports and imports to and from China, Great Britain, France and the United States shows the balance in favor of China is about \$5,000,000; in favor of England, \$10,000,000; in favor of France, \$2,000,000; and against the United States, \$6,000,000.

German Military Railroad.

The Nord-deutsche Allgemeine Zeitung prints an account of a military railway which has been laid down by the men of the "railway regiment" of the Prussian army. The whole length of the line is 45.6 kilometres (28½ miles). It is connected at Berlin and at Zossen with the line from Berlin to Dresden, and runs on the same level as that railway. At Zossen the line branches off to the artillery shooting ground. This military railway is, of course, chiefly used for military purposes, but it also conveys goods and passengers for the general public. The administration of the railway is under the direction of the commandant of the "railway regiment," a staff officer, and two lieutenants, who report to the chief of the general staff of the army and the railway inspectors. The personnel of the administration is composed almost entirely of members of the regiment; a captain acts as manager, two lieutenants as chief clerk and head engineer respectively, another officer looks after the railway depot, and a fifth acts as paymaster. The eight companies of the "railway regiment," with their officers, each serve in turn for about six months on the railway. There is a line of telegraph, which is worked by the officer acting as chief clerk and a non-commissioned officer as "telegraph superintendent." During the past year six non-commissioned officers have

served on this railway as engine-drivers, nine pioneers as stokers, eight non-commissioned officers as guards, and sixteen pioneers as porters and workmen in various capacities, and the passenger traffic consisted of 4,074 soldiers and 2,362 civilians.

Flexible Shafting.

All branches of manufacture now employ machine tools in a greater or less degree; but all these imply that the tool shall be fixed in one spot, and that the work be brought to the tool. The hand tool may be taken to the work, and this is so great an advantage that efforts have been made to produce some kind of flexible shafting, or elastic method of transmitting power that would enable the operator to move the tool about within certain limits. To transmit direct rotary motion without loss, a new form of shafting has been recently introduced that is at once rigid against strains of torsion, and yet perfectly flexible. This shafting is of various sizes, from $\frac{1}{4}$ in. to $1\frac{1}{2}$ in. in diameter and from five to ten feet in

length. It is made by twisting two iron wires together in a spiral, and then brazing the ends so they cannot unwind. Over this, two more wires are wound in the opposite direction and securely fastened to them at both ends. In this way, layers of wire of constantly increasing diameter twisted in spirals in alternate directions, are placed one over the other till the required thickness is reached. The result is a solid wire cable that will not twist, and is perfectly pliable in every direction. Over this cable is drawn a sleeve to protect the hands, and to keep the shafting from friction when at work. Such a piece of wire shafting may be attached to other shafting in any convenient manner, and then may be used to convey rotary motion to any form of machine tool. For drilling, boring, polishing stone, cleaning castings, clipping horses, etc., this shafting gives the utmost freedom in moving the tools, and in employing them in any position, and at any angle that may be reached by a perfectly flexible wire rope. The shafting has already been employed with success in moving dental power instruments, and is now being introduced into more common branches of work.

Massachusetts Railroad Returns.

NEW LONDON NORTHERN.

Capital stock of company.....	\$2,000,000 00
Amount paid in.....	1,500,000 00
Amount of funded debt.....	862,000 00
Total debt liabilities.....	685,288 00

Total means applied to construction, equipment and purchase of property.....

BOSTON AND LOWELL.

Capital stock of company.....	\$3,380,000 00
Amount paid in.....	3,250,000 00
Amount of funded debt.....	1,800,500 00
Total debt liabilities.....	2,774,509 08

Amount of liabilities after deducting cash, sinking funds in hands of Trustees, and such liabilities and debt balances as do not represent permanent investments.....

Total means applied to construction, equipment and purchase of property.....

NASHUA, ACTON AND BOSTON.

Capital stock of company.....	\$600,000 00
Amount paid in.....	497,500 00
Amount of funded debt.....	497,566 00
Total debt liabilities.....	729,213 00

Total means applied to construction, equipment and purchase of property.....

Total property and assets of company.....

Receipts from passenger department.....

Expenses of " "

Net earnings " "

Receipts from freight " "

Expenses of " "

Net earnings " "

Total income.....

Total expense of operating road.....

Total net earnings above operating expenses.....

Miles run by passenger trains.....

Miles run by freight trains.....

Number of passengers carried.....

Number of tons of freight carried.....

Miles of road operated by company.....

Number of locomotives.....

Passenger, mail and baggage cars.....

Freight and other cars.....

GRAFTON CENTRE.

Capital stock of company.....	\$4,620 74
Total net income above operating expenses.....	572 90
Net income above operating expenses and amount paid for rent of road.....	572 90
Total interest accrued during year.....	851 67
Total expenses in passenger department.....	4,048 84
Net earnings in passenger departm't.....	506 90
Total surplus September 30.....	243 20
Miles run by passenger trains.....	14,085
Rate of speed of passenger trains.....	10½ per hour.
Total number of passengers carried.....	28,778
Average rate of fare per mile.....	5½ cents.

Total income of the road.....

Total net income above operating expenses.....

Net income above operating expenses and amount paid for rent of road.....

Total interest accrued during year.....

Total expenses in passenger department.....

Net earnings in passenger departm't.....

Total surplus September 30.....

Miles run by passenger trains.....

Number of passengers carried.....

Number of tons of freight carried.....

Miles of road operated by company.....

20.21

This report is for three months' business of the road, which is now operated by the Concord Railroad Corporation.

	FITCHBURG, MASSACHUSETTS	SURGEONSBORO, KENTUCKY	OLD GOLDEN, COLORADO
Capital stock of company.....	\$8,000,000 00		\$7,949,980 00
Amount paid in.....	4,000,000 00		6,738,800 00
Amount of funded debt.....	500 000 00		3,989,500 00
Total debt liabilities.....	933,804 49		5,951,308 41
Amount of liabilities after deducting cash, sinking funds in hands of Trustees, and such liabilities and debt balances as do not represent permanent investments.....	532,970 10		5,440,124 77
Total means applied to construction, equipment and purchase of property.....	5,008,228 66		9,782,657 16
Total property and assets of company.....	5,409,063 05		13,423,641 85
Receipts from passenger departm't.....	673,826 16		1,409,588 78
Expenses of " "	540,441 88		984,705 10
Net earnings " "	133,384 28		424,889 68
Receipts from freight " "	1,045,780 18		712,929 09
Expenses of " "	789,396 55		491,882 26
Net earnings " "	256,883 68		221,106 84
Total earnings.....	1,820,781 79		2,206,880 37
Total income.....	1,859,455 88		2,230,580 37
Total expense of operating road.....	1,329,888 48		1,476,627 85
Total expenses per mile operated.....	1.182		10.73
Total net earnings above operating expenses.....	529,616 90		754,063 02
Miles run by passenger trains.....	527,804		929,579
Miles run by freight trains.....	631,881		891,210
Number of passengers carried.....	2,293,727		4,100,457
Number of tons of freight carried.....	887,859		619,663
Miles of road operated by company.....	189 12		269.48
Number of locomotives.....	58		69
Passenger, mail and baggage cars.....	98		172
Freight and other cars.....	1,252		1,277

(To be continued.)

The sale of the Port Royal Railroad is advertised to take place at Port Royal, S. C., on the 7th inst. in accordance with a decree of the Circuit Court, District of South Carolina, in the suit of the Union Trust Company of New York et al. vs. the Port Royal Railroad Company. The Georgia Railroad is an indorser on \$500,000 of the bonds.

The directors of the Erie Railway Company, elected on the 28th ult., are: H. R. Baltzer, John B. Brown, Thomas Rickson, R. S. Grant, S. S. Guthrie, G. W. Hotchkiss, H. J. Jewett, John T. Johnston, E. D. Morgan, Asa Packer, Corlant Parker, Homer Ramsdell, M. O. Roberts, Samuel Sloan, H. G. Stebbins, G. F. Tolman, and J. Lomber Welsh.

In the lower house of the Vermont Legislature on the 25th ult. the bill to incorporate the second mortgage bondholders of the Vermont Central Railroad, was reported adversely and refused a third reading. The bill to allow the Vermont and Canada Railroad Company to purchase the Vermont Central Railroad was refused a third reading.

The bonds and notes of the Connecticut and Passumpsic Rivers Railroad Company, due December 1, 1876, will be paid on that day at the Treasurer's office in Boston, when interest will cease; or they may be exchanged for First Mortgage bonds of the company, bearing seven percent interest, at the option of the holders.

The quarterly dividend of 1½ per cent on the capital stock of the Lehigh Coal and Navigation Co. (leased at a certain fixed rental to the Central Railroad Company of New Jersey,) will not be paid.

The Atlantic, Mississippi and Ohio Railroad is now receiving five hundred tons of steel rails, to be laid on the Virginia and Tennessee division.

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending,	Length track equivalent. m.	Horses and Dummies. Cars.	Cost of Road and Equipment.	Share Capital.	Indebtedness.	Earnings.			Value of Shares.	PASSENGER RAILROAD BONDS.			
						Bonded Debt.	Floating Debt.	Gross	Dividends paid	Capital.	Par.	Paid.	Market.
Sept. 30, '75	11.00	153	45	N.Y.	221,500	200,000	79,500	\$	\$	100	100	\$	\$
Sept. 30, '75	1.00	Albany	49,288	75,000	131,906	38,717	6	100	100	100	100	100	100
Sept. 30, '75	25.00	491	48	Albany st. Freight (B'klyn). Mass.	1,261,912	650,200	490,000	20,107	1,999	126,809	5	100	100
Dec. 31, '75	9.81	704	106	Baltimore City (Baltimore). Md.	1,000,000	1,000,000	376,017	121,900	6	25	25	33	33
Sept. 30, '75	22.00	396	43	Bleek'st. & F. F. (N.Y.C., N.Y.)	1,801,795	300,000	697,000	49,107	246,785	51,992	100	100	100
Sept. 30, '75	5.82	310	60	Boston and Chelsea. Mass.	110,000	110,000	8,800	7,099	6,200	100	100	100	
Sept. 30, '75	13.89	1200	147	Broadway (Brooklyn). N.Y.	473,576	200,000	210,000	40,659	226,486	53,516	12	100	100
Sept. 30, '75	16.25	828	92	Broadway & 7th Av. (N.Y.C., N.Y.)	3,907,099	210,000	1,500,000	286,159	1,004,802	238,261	6	100	100
Sept. 30, '75	8.25	92	32	Brooklyn, Bath & Coney I.N.Y.	236,105	80,000	47,051	Loss	1,469,316	321,341	13	10	10
Sept. 30, '75	69.06	1973	441	Brooklyn City	2,460,056	2,000,000	800,000	10,000	1,967,743	59,388	100	100	100
Sept. 30, '75	22.50	72	287	Brooklyn City & Newtown. N.Y.	79,359	400,000	400,000	55,710	100	100	100	100	
Sept. 30, '75	19.83	231	57	Brooklyn, Cross-Town. N.Y.	719,355	395,400	300,000	2,336	178,983	37,348	100	100	100
Sept. 30, '75	17.85	111	28	Buffalo East Side	414,288	28,000	238,000	140,833	62,352	9,991	100	100	100
Sept. 30, '75	17.82	411	71	Buffalo street (Brooklyn). N.Y.	648,928	100,000	568,859	114,457	211,606	32,422	100	100	100
Sept. 30, '75	11.00	184	32	Bushwick (Brooklyn). N.Y.	499,604	309,000	200,000	1,580	176,149	107,374	100	100	100
Sept. 30, '75	30.30	Mass.	824,300	824,300	150,000	77,187	77,187	9	100	100	100	100	
Sept. 30, '75	4.92	149	30	Central Cross-Town. N.Y. City	817,046	600,000	240,000	20,519	14,979	Deficit	100	100	100
Sept. 30, '75	24.06	1108	181	Cen. P., N. & E.R. (N.Y.C., N.Y.)	2,076,700	1,676,700	1,200,000	10,759	772,315	143,266	100	100	100
Sept. 30, '75	6.00	175	26	Christopher & Tenthst. N.Y.C.	768,500	650,000	68,500	1,507	93,112	5,617	100	100	100
Oct. 31, '75	9.80	342	49	Citizens' (Phila.). Pa.	232,467	182,750	300,000	359,714	106,982	40	50	50	130
Sept. 30, '75	6.61	227	38	Citizens' (Pittsburg). Pa.	179,870	184,000	50,000	7,905	207,918	41,817	20	46	46
Sept. 30, '75	15.03	248	26	Coney Island & Brooklyn. N.Y.	716,769	500,000	307,000	37,970	207,280	37,793	100	100	100
Sept. 30, '75	11.23	181	78	Dry Dock, E.B. & B. (N.Y.C., N.Y.)	1,891,213	1,200,000	1,005,000	937,476	322,536	8	100	100	100
Sept. 30, '75	10.31	1075	112	Eighth Avenue (N.Y. City). N.Y.	1,823,076	1,000,000	283,000	105,000	839,785	136,410	12	100	100
Dec. 31, '75	7.09	92	17	Elizabeth and Newark. N.J.	276,920	282,725	41,195	46,833	8,443	100	100	100	
Oct. 31, '75	5.67	32	20	Federal St. & Pl. Val. (Phila.). Pa.	166,719	100,000	75,000	72,901	9,639	25	25	25	
Sept. 30, '75	10.26	463	84	42d st. & Gr'd st. (N.Y.C., N.Y.)	1,054,679	748,000	236,000	49,922	348,094	56,907	9	100	100
Oct. 31, '75	2.86	502	71	Frankford & Southwark (Phila.). Pa.	937,902	600,000	211,500	49,715	98,104	10	50	50	72
Sept. 30, '75	34.91	452	75	Germantown (Phila.). Pa.	772,305	539,514	106,500	21,319	103,017	7	50	50	70
Sept. 30, '75	8.77	163	27	Gr'd st. & Newtown (B'klyn). N.Y.	321,840	170,000	90,000	8,100	95,286	24,406	100	100	100
Sept. 30, '75	8.50	241	24	Gr'd St. Prop. & Flatb. N.Y.	460,59	200,000	200,000	102,427	77,578	2,700	100	100	100
Oct. 31, '75	7.94	139	24	Green and Coates (Phila.). Pa.	242,912	150,000	100,000	6,500	211,719	61,322	50	50	49
Sept. 30, '75	11.96	226	28	Harlin. Br., Morr. & F'dham. N.Y.	237,502	239,100	146,000	97,968	235,492	50,400	100	100	100
Sept. 30, '75	11.86	521	56	Hous. W. st. & Pavonia F. N.Y.	117,250	238,750	478,500	238,492	100	100	100	100	
Oct. 31, '75	17.22	471	75	Hest. Mart. & F'mount (Pha.). Pa.	402,727	300,000	125,000	21,737	359,918	93,105	16	50	25
Sept. 30, '75	6.50	264	32	Higham (Boston). Mass.	450,083	220,000	120,000	227,438	41,250	8	100	100	
Sept. 30, '75	10.75	65	22	Jamaica, Woodh'n & B'klyn. N.Y.	100,000	100,000	22,019	694	100	100	100	100	
Oct. 31, '75	6.89	132	22	Lombard and South st. (Pha.). Pa.	179,807	125,000	62,55	109,882	21,309	12	55	124	
Sept. 30, '75	7.50	7	4	Long Island City Shore. N.Y.	165,000	75,000	90,000	20,761	3,637	100	100	100	
Sept. 30, '75	5.09	50	12	Lowell Horse. Mass.	100,569	98,100	7,762	33,927	4	100	100	100	
Sept. 30, '75	12.79	262	37	Lynn and Boston. Mass.	291,296	200,000	50,000	51,017	166,496	15,587	100	100	100
Sept. 30, '75	8.60	50	21	Malden and Melrose. Mass.	60,246	165,500	15,000	100	100	100	100	100	
Sept. 30, '75	6.21	60	16	Merrimac Valley. Mass.	79,770	50,000	83,422	2,615	100	100	100	100	
Sept. 30, '75	47.56	1317	268	Metropolitan (Boston). Mass.	2,703,161	1,500,000	743,442	326,245	1,126,507	219,958	74	100	100
Sept. 30, '75	16.03	312	63	Middlesex (Boston). Mass.	738,080	400,000	376,000	153,158	249,821	54,506	6	100	100
Sept. 30, '75	8.65	36	32	Naumkeag. Mass.	207,197	150,000	35,900	1,500	32,060	2,792	100	100	100
Sept. 30, '75	3.82	85	8	New Bed'd & Fairhaven. Mass.	81,066	50,000	30,190	23,275	2,457	100	100	100	
Sept. 30, '75	4.20	6 D.	17	New York Elevated. N.Y.	1,677,522	798,300	771,000	105,322	93,457	def.477	100	100	100
Sept. 30, '75	7.40	52	17	New Wmbsburg & Flatbush. N.Y.	328,558	300,000	23,386	3,197	100	100	100	100	
Sept. 30, '75	6.10	200	20	Ninth Avenue (N.Y. City). N.Y.	999,422	799,200	207,000	20,663	106,830	13,432	100	100	100
Sept. 30, '75	11.16	249	29	North 2d St. & Middle Vil. N.Y.	321,210	125,000	234,310	125,000	106,830	13,432	100	100	100
Dec. 31, '75	13.09	241	47	Orange and Newark. N.J.	1,041,157	200,000	700,000	156,420	222,901	31,077	100	100	100
Sept. 30, '75	14.00	140	40	Park Avenue (Brooklyn). N.Y.	412,098	200,000	300,000	30,000	123,715	31,978	8	100	100
Oct. 31, '75	0.83	57	13	People's (Scranton). Pa.	162,719	150,000	15,000	42,108	123,105	31,105	8	100	100
Oct. 31, '75	6.69	51	21	People's (Pottsville). Pa.	162,118	100,000	35,000	8,107	22,591	1,006	50	50	25
Oct. 31, '75	12.79	641	19	Philadelphia City (C. & W.). Pa.	793,912	500,000	200,000	69,108	124,093	20	50	25	76
Oct. 31, '75	16.75	212	16	Philadelphia and Darby. Pa.	326,359	200,000	100,000	22,700	121,718	4,406	8	20	20
Oct. 31, '75	13.17	151	22	Philadelphia & Gray's Ferry. Pa.	311,718	300,000	6,500	121,319	15,100	8	50	30	31
Oct. 31, '75	8.75	241	20	Pgh. Allegheny & Manchester. Pa.	322,718	300,000	100,000	—	161,327	13,108	50	374	30
Oct. 31, '75	6.50	121	22	Pittsburg and Birmingham. Pa.	196,322	150,000	50,000	—	59,172	5,617	50	50	50
Oct. 31, '75	10.00	132	20	Pbg. Oakland & E. Liberty. Pa.	191,927	150,000	45,000	37,040	59,172	5,617	100	100	100
Dec. 31, '75	7.13	71	18	Portland. Me.	175,000	175,000	1,000	4,953	4,791	100	100	100	
Sept. 30, '75	6.00	44	43	Poughkeepsie City. N.Y.	131,702	78,705	27,000	33,904	23,648	1,643	100	100	100
Dec. 31, '75	14.12	280	44	Prospect Park & Coney I.N.Y.	423,951	450,000	3,224	1,000	249,310	51,102	10	50	30
Sept. 30, '75	12.00	109	159	Second Avenue (N.Y. City). N.Y.	2,547,402	195,000	138,000	32,450	122,807	45,789	100	100	100
Sept. 30, '75	22.00	109	159	Second Avenue (N.Y. City). N.Y.	2,547,402	195,000	45,000	780,147	135,657	8	100	100	100
Oct. 31, '75	41.66	636	116	2d and 3d street (Phila.). Pa.	382,201	671,576	109,300	—	571,222	192,513	17	50	31
Oct. 31, '75	7.50	381	83	17th and 19th street (Phila.). Pa.	208,437	160,000	50,000	10,000	249,668	73,314	124	50	40
Sept. 30, '75	8.37	102</td											

RAILROAD EARNINGS—MONTHLY.

	January	February	March	April	May	June	July	August	September	October	November	December	Total
Atchison, Top. & San. Fe:													
1875.	68,659	78,410	104,051	112,474	107,644	104,437	113,450	152,215	147,552	199,926	.....	.....	.....
1876.	117,417	144,133	180,246	197,000	213,996	189,370	198,851	248,138	265,593	285,000	.....	.....	.....
Central Pacific:													
1873.	852,860	694,015	939,778	1,129,469	1,373,675	1,301,203	1,214,551	1,251,632	1,392,125	1,375,470	1,228,751	1,116,366	13,919,394
1874.	848,558	804,044	882,433	1,110,623	1,311,699	1,366,615	1,386,940	1,322,557	1,371,739	1,465,515	1,381,765	1,370,334	14,522,814
1875.	963,933	906,159	1,136,263	1,366,984	1,798,469	1,738,370	1,536,295	1,553,014	1,567,623	1,615,974	1,513,836	1,338,209	17,021,016
1876.	961,000	1,000,000	1,133,000	1,468,000	1,700,000	1,639,000	1,507,000	1,689,000	1,886,000	1,957,000	1,886,000	1,886,000	1,886,000
Canada Southern:													
1875.	67,487	41,501	82,255	106,755	102,546	96,599	104,897	104,038	117,109	149,552	.....	.....	.....
1876.	123,742	141,161	165,431	168,452	123,088	111,008	108,787	148,968	158,618	156,986	.....	.....	.....
Chicago and Alton:													
1873.	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
1874.	344,420	339,876	362,342	384,335	397,683	496,815	464,439	480,056	524,042	550,950	416,544	364,725	5,126,329
1875.	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	269,311	4,656,764
1876.	320,392	332,055	353,719	353,530	442,457	441,390	397,269	499,272	517,932	526,406	.....	.....	.....
Chicago and Northwestern:													
1873.	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874.	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,655	1,118,370	1,254,255	1,407,975	1,065,726	1,030,027	13,361,659
1875.	825,469	671,784	970,064	1,024,389	1,164,459	1,052,390	1,257,892	1,098,634	1,206,806	1,409,163	1,196,333	933,339	12,811,327
1876.	808,842	854,627	944,450	919,978	1,090,752	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1873.	334,715	423,716	555,287	574,268	805,802	929,311	834,341	767,871	1,193,910	1,012,741	771,780	842,192	9,046,124
1874.	654,426	657,497	576,271	742,061	964,930	886,709	749,215	704,373	798,859	862,153	694,250	662,283	8,953,017
1875.	486,101	322,273	502,765	639,669	718,465	742,169	842,395	630,516	741,206	974,263	927,030	747,893	8,255,744
1876.	527,000	518,000	567,388	650,994	819,553	877,571	655,753	569,482	646,150	817,569	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1873.	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874.	378,408	292,730	328,537	352,993	317,881	345,188	338,572	418,721	387,376	409,237	353,564	325,309	4,248,606
1875.	277,140	255,239	301,666	304,424	303,639	285,947	291,386	306,105	383,550	364,738	367,295	333,038	3,774,217
Erie:													
1872.	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873.	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	1,522,588	19,548,617
1874.	1,155,210	1,286,511	1,430,911	1,556,922	1,646,139	1,648,988	1,545,380	1,546,175	1,605,138	1,680,496	1,447,666	1,287,551	18,136,787
1875.	1,164,975	1,101,631	1,074,743	1,423,386	1,556,521	1,570,470	1,534,098	1,497,529	1,538,099	.....	.....	.....	.....
Hannibal & St. Joseph:													
1875.	94,532	116,286	138,779	147,439	125,890	122,455	113,131	153,688	154,634	.....	.....	.....	.....
1876.	142,963	156,111	174,335	148,573	141,289	141,426	138,087	171,391	183,033	.....	.....	.....	.....
Illinois Central:													
1872.	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873.	602,241	597,429	660,759	553,919	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,326
1874.	583,998	517,674	581,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,435	7,900,721
1875.	591,031	481,681	595,519	610,459	604,881	602,505	715,699	613,446	718,104	816,508	773,092	679,434	7,802,556
1876.	588,446	608,126	605,494	546,092	588,969	614,484	482,003	595,100	623,057	718,740	.....	.....	.....
Kansas Pacific:													
1872.	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,303	349,468	449,418	314,513	223,240	3,693,183
1873.	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,496,160
Lake Shore & Mich. South'n:													
1871.	1,090,039	1,082,656	1,320,092	1,225,281	1,201,783	1,148,481	1,140,388	1,304,253	1,377,653	1,410,867	1,353,362	1,243,594	14,898,449
1872.	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,821	1,567,875	1,492,235	17,699,935
1873.	1,445,220	1,600,933	1,774,128	1,709,880	1,663,040	1,604,443	1,446,956	1,566,914	1,791,376	1,785,186	1,433,738	1,572,693	19,414,509
1874.	1,569,750	1,363,355	1,491,280	1,518,123	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
1875.	1,163,564	1,037,518	1,287,811	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,199
Michigan Central:													
1873.	411,113	384,058	449,453	485,550	487,983	398,300	403,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873.	379,836	440,261	567,314	556,180	542,058	490,028	457,853	452,330	617,291	537,031	503,804	552,548	6,089,534
1874.	555,709	438,037	487,871	551,932	559,234	468,908	481,302	484,792	582,484	609,888	525,460	481,668	6,129,555
1875.	500,902	441,623	611,211	600,066	556,799	491,823	462,231	534,001	620,814	669,785	.....	.....	.....
1876.	518,567	548,669	583,981	610,543	629,348	533,170	430,625	542,772	622,526	647,210	.....	.....	.....
Mo., Kan., & Texas:													
1873.	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,623	399,939	370,710	309,028	285,603	3,444,331
1874.	266,333	230,371	262,801	214,011	221,589	237,425	245,595	288,999	313,500	.....	.....	.....	.....
1875.	198,099	204,539	233,095	192,471	187,091	231,444	211,735	263,208	291,827	305,144	.....	.....	.....
1876.	256,459	254,722	245,814	214,788	212,998	233,126	224,308	294,361	324,144	335,275	.....	.....	.....
Ohio and Mississippi:													
1873.	283,605	291,630	338,725	339,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920	3,654,667
1874.	266,039	243,167	304,842	298,665	268,807	292,546	282,642	311,140	366,131	382,544	398,575	297,679	3,612,776
1875.	245,959	244,983	309,908	273,441	257,971	237,338	256,772	237,338	250,320	340,751	345,805	324,857	3,426,050
1876.	315,021	290,832	307,360	305,112	310,908	310,210	247,646	292,897	330,111	341,679	.....	.....	.....
Philadelphia and Reading:													
1871.	506,367	423,045	644,506	688,578	1,063,002	4,510,088	1,213,303</td						

NATIONAL AND STATE SECURITIES.

Interest.				Interest.			
Amounts outstanding.	Payable.	When PAYABLE.	Market Price.	Amounts outstanding.	Payable.	When PAYABLE.	Market Price.
National Securities, Nov. 1, 1870.				Massachusetts—(\$29,465,204):			
Loan of June 14, 1858..... registered	\$200,000	5 Jan. & July.	1874	Lunatic Hospital Loan, 1874.....	650,000	5 Jan. & July.	1864
Loan of February 8, 1861..... registered	13,709,000	5 Jan. & July.	1880	Harbor Land Improvement bonds, 1874.....	400,000	5 " " "	1864
" " coupon	4,620,000	6 " "	1871	Back Bay Land bonds, 1861 and 1862.....	220,000	5 May & Nov.	1880
Oregon War Bonds of March 2, 1861..... coupon	945,000	6 Jan. & July.	1881	Union Defense Loan, 1861.....	1,860,000	6 Jan. & July.	75-76
Loan of July 17, and Aug. 5, 1861..... registered	126,137,550	6 Jan. & July.	1881	Union Defense Loan, 1862.....	50,000	5 June and Dec.	77-78
" " coupon	63,183,900	6 " "	1881	Coast Defense Loan, 1863.....	888,000	5 Jan. and July.	1883
Loan of Feb. 26, 1862 (5-20%)..... registered	May & Nov.	1882	Bounty Fund Loan, 1863 and 1864.....	8,380,244	5 " " "	1894	
" " coupon	(5-20%)	1882	Troy & Greenfield R. R. & Tunnel Loan.....	999,944	5 " " "	1899	
Loan of March 3, 1863..... registered	55,735,500	6 Jan. & July.	1881	B. H. & Erie R. R. Loan.....	10,971,922	5 Various.	88-94
" " coupon	21,284,700	6 " "	1881	Michigan—(\$1,664,000):	3,599,020	5 Jan. & July.	1900
Loan of March 3, 1864 (5-20%)..... registered	May & Nov.	1884	Renewal Loan bonds, 1858.....	105,000	6 " " "	1878	
Loan of June 30, 1864 (5-20%)..... registered	(5-20%)	1884	Two Million Loan bonds, 1863.....	1,032,000	6 " " "	78-83	
" " coupon	35,668,050	6 May & Nov.	1885	War Bounty Loan bonds, 1865.....	366,000	7 May. & Nov.	1890
Loan of March 3, 1865 (5-20%)..... registered	(5-20%)	1885	State Buildings Loan, 1867 to 1869.....	250,000	7 Jan. & July.	77-79	
" " coupon	114,900,400	6 " "	1885	State Buildings Loan, 1873, coupon.....	230,000	7 " " "	83-93
" " 2d series (5-20%)..... registered	61,979,150	6 Jan. & July.	1885	Railroad Aid bonds, 1858 (repudiated).....	2,275,000	7 " " "	1887
" " coupon	140,683,050	6 " "	1885	State Debt Proper, 1865 and 1868.....	489,000	6 " " "	81-91
" " 3d series (5-20%)..... registered	94,421,350	6 Jan. & July.	1887	Consolidation bonds, 1868.....	2,727,000	6 " " "	1888
" " coupon	216,201,400	6 " "	1887	Funding Bonds, 1871.....	1,100,000	6 " " "	94-96
" " 4th series (5-20%)..... registered	15,176,500	6 Jan. & July.	1888	Railroad Aid bonds, 1853-'66.....	15,868,000	6 " " "	79-87
" " coupon	22,297,300	6 " "	1888	State Institution bonds, 1872 to 1874.....	505,000	6 " " "	92-94
Loan of March 3, 1864 (10-40%)..... registered	141,860,300	5 Mar. & Sept.	1904	Nevada—(\$160,000):			
" " coupon	52,766,000	5 " "	1904	Bonds funding floating debt, 1871.....	160,000	10 Mar. & Sept.	1881
Consol. of July 14, '70 & Jan. 20, '71..... registered	220,659,700	5 F. M. A. & N.	1881	War Loan Bonds of 1861.....	418,000	6 Jan. & July.	75-78
Debt matured and without interest (var.).....	298,834,450	5 " "	1881	War Loan Bonds of 1864.....	600,000	6 Mar. & Sept.	84-89
Certificates of Indebtedness 1870..... (cur.)	64,623,512	5 " "	1881	State bonds, 1873.....	500,000	6 Jan. & July.	79-80
Pacific R. R. Bonds (registered)..... (currency)	367,601,408	5 " "	1881	Equalization (Municipal) bonds, 1872.....	2,206,100	6 " " "	92-95
Fractional Currency.....	28,550,478	5 " "	1881	New Hampshire—(\$3,724,100):			
State Securities, latest dates.				War Loan (tax free) bonds, 1861.....	1,000,900	6 " " "	76-84
Alabama—(\$21,670,810):				War Loan (tax free) bonds, 1863.....	900,900	6 " " "	86-96
Bonds (old), extended.....	2,582,800	5 May & Nov.	'86-'92	War Loan bonds, 1864.....	593,400	6 " " "	97-102
Bonds (new), 1866-'68 '72 and '73.....	2,212,700	8 Jan. & July.	'86-'93	Bounty Loan bonds, coupon.....	1,057,000	7 " " "	1877
R. R. Loans (\$2,300,000) & endorsements.	341,000	7 " "	1884	Bounty Loan bonds, registered.....	1,855,000	7 " " "	1877
Arkansas—(\$12,733,080):				State (Deficiency) Stock, '38, part at will.....	889,781	6 J. A. J. & O.	1878
Bonds (Funding), 1869 and 1870.....	3,050,000	6 Jan. & July.	1889	Canal Stock (old).....	880,000	6 June & Dec.	1877
Levee bonds (warrants), 1871.....	1,460,000	7 " "	1900	Canal Stock, 1872.....	1,582,200	6 Jan. & July.	1887
Deficiency Bonds, 1872.....	300,000	7 " "	1882	Canal Stock, 1873.....	847,500	6 " " "	1883
Bonds (for \$2,500,000), 1875.....	5,900,000	7 " "	1895	Canal Stock, 1874.....	4,302,000	6 " " "	1891
Railroad Aid bonds, 1869 and 1870.....	5,900,000	7 April & Oct.	1900	Canal Stock, 1874.....	2,000,000	6 April & Oct.	1892
California—(\$3,396,500):				North Carolina—(\$28,419,045):			
Civil (S. F.) bonds, 1857 and 1860.....	75,500	7 Jan. & July.	'77-'80	Railroad and Improvement (old) bonds.....	4,728,800	6 Jan. & July.	75-98
Relief Fund bonds, 1863.....	95,500	7 " "	1884	Railroad and Improvement (old) bonds.....	3,639,400	6 April & Oct.	75-98
State Capitol bonds, 1870 to 1872.....	500,000	7 " "	1885	Railroad and Improvement (new) bonds.....	2,383,000	6 Jan. & July.	75-98
Funding bonds, 1873.....	2,301,000	6 " "	1893	Funding (new) bonds, 1866.....	2,417,400	6 Jan. & July.	1900
Connecticut—(\$6,914,000):				Funding (new) bonds, 1868.....	1,711,400	6 April & Oct.	1898
War Loan bonds (10-20 yrs.), 1861.....	505,900	5 Jan. & July.	1881	Special Tax bonds.....	11,407,000	6 " " "	93-99
War Loan bonds (20 yrs.), 1863 and '64.....	2,195,500	6 " "	1883	Ohio—(\$7,988,205):			
War Loan bonds (10-30 yrs.), 1864.....	568,500	6 April & Oct.	1894	Loan (sinking fund), 1850.....	1,473,115	6 Jan. & July.	1875
War Loan bonds (20 yrs.), tax free, 1865.....	1,741,100	6 " "	1895	Loan (sinking fund), 1860.....	4,072,640	6 " " "	1881
Delaware—(\$1,231,000):				Loan (sinking fund), 1856.....	2,400,000	6 " " "	1886
State bonds to railroads, etc.....	1,231,000	6 Jan. & July.	1885	Oregon—(\$246,027):			
District of Columbia—(\$12,790,000):				Bounty and Relief bonds.....	46,027	7 " " "	75-84
Improvement (gold) bonds, 1872.....	4,000,000	6 Jan. & July.	1892	Willamette Canal and Lock bonds, 1870	200,000	7 " " "	1890
Improvement (cur.) bonds, 1873.....	790,000	7 " "	1893	Pennsylvania—(\$24,568,825):			
Funding bonds, 1874, (guar. by U. S.).....	10,594,560	5 Feb. & Aug.	1924	Inclined Plane Loan, of 1849.....	400,000	6 April & Oct.	1879
Florida—(\$6,451,787):				Loan of April 1852, reg. and coup.....	483,000	5 Jan. & July.	1882
State bonds, 1871.....	350,000	7 Jan. & July.	1891	Loans, May '82 & Apr. '83, reg. & coup.....	3,540,500	5 Feb. & Aug.	77-78
Consolidated (gold) bonds of 1875.....	509,200	6 " "	1903	Stock Loan of Feb. 2, 1867, 2d series.....	7,390,550	6 " " "	1877
Loan (J. P. & Mob. R. R.) gold bonds, 1870	4,000,000	8 " "	1890	Stock Loan of Feb. 2, 1867, 1st, 2d & 3d ser.....	9,271,850	6 " " "	1882
Georgia—(\$19,923,900):				Agricultural College Land Scrip, 1872.....	434,850	5 " " "	72-82
Bonds to Atlantic and Gulf R. R.....	1,000,000	6 Feb. & Aug.	'78-'86	Rhode Island—(\$2,633,000):			
Bonds, act March 12, 1866.....	3,600,000	7 Jan. & July.	1883	War Loan bonds of 1862.....	1,019,000	6 Mar. & Sept.	1882
Bonds (gold), act Sept. 1870.....	2,098,000	7 J. A. J. & O.	1890	War Loan bonds of 1863 and 1864.....	1,619,000	6 Various.	93-94
Bonds (gold), act Oct. 1870.....	1,880,000	7 April & Oct.	1890	State House Stock, 1856 to 1861.....	944,918	6 Jan. & July.	77-89
Bonds (funding), 1873.....	2,000,000	7 " "	1890	Blue Ridge R. R. bonds, 1864.....	287,000	6 " " "	71-80
Bonds to Brunswick & Albany R. R., '70	1,500,000	7 June & Dec.	1890	Funding Stock and bonds, 1866.....	867,000	6 " " "	75-79
Railroad aid bonds (endorsed), 1870 & '71	7,546,900	var. Various.	'90-'91	Stock Loan of Feb. 2, 1867, 1st, 2d & 3d ser.....	884,113	6 " " "	87-97
Illinois—(\$1,689,045):				Stock Loan of Feb. 2, 1867, 2d series.....	3,764,850	6 J. A. J. & O.	82-89
Interest bonds, 1847.....	940,445	6 Jan. & July.	1878	Land Commission bonds, 1869 and 1870.....	261,000	6 Jan. & July.	1889
Refunded Stock bonds, 1859.....	320,000	6 " "	1881	Fire Loan Stock of 1838.....	292,641	6 J. A. J. & O.	1888
Chicago Relief bonds, 1871.....	250,000	6 May & Nov.	1881	Relief (Treasury) bonds, 1860.....	616,000	7 Jan. & July.	1888
Indiana—(\$910,000):				Consolidated bonds, 1873, reg. and coup.....	1,391,084	6 " " "	87
Temporary Loan bonds, 1873.....	910,000	7 April & Oct.	1876	Railroad bond endorsements.....	4,707,603	var. Various.	var.
Iowa—(\$543,000):				Tennessee—(\$47,185,817):			
War and Defense bonds, 1861.....	300,000	7 Jan. & July.	1881	State Bonds (direct).....	2,641,000	6 April & Oct.	30 yrs
Kansas—(\$1,336,175):				Railroad, &c., Loan bonds.....	28,530,000	6 Jan. & July.	30 yrs
Funding &c. bonds 1863 to 1864.....	101,175	6 Jan. & July.	'83-'84	Funding bonds, 1866 and 1868.....	7,141,000	6 " " "	97-99
Bonds (various) 1866 to 1869.....	889,000	7 " "	'76-'99	Funding bonds, 1873, coupon and reg.....	6,222,000	6 " " "	1914
Military loan bonds, 1864 to 1866.....	346,000	7 " "	'84-'99	State Bonds.....	125,000	6 Jan. & July.	1877
Louisiana—(\$21,099,100):				State Bonds.....	75,000	6 " " "	1892
Treasury Relief bonds, 1868.....	735,000	6 Jan. & July.	1893	Frontier Defense (gold) bonds.....	697,000	7 " " "	1910
Levee bonds, 1866.....	1,000,000	6 " "	1886	Revenue Deficiency (gold) bonds.....	500,000	7 " " "	1892
Levee bonds, 1867.....	3,982,000	6 May & Nov.	1907	Funding (gold) Bonds.....	1,000,000	7 " " "	1904
Levee bonds, 1870.....	2,966,000	6 Mar. & Sept.	1875	Funding (currencty) Bonds.....	279,000	10 Mar. & Sept.	1876
Funding (coupons) bonds, 1868.....	722,100	6 Jan. & July.	'86-'88	Funding (currency) Bonds.....	400,000	10 Jan. & July.	1884
Funded (floating debt) bonds, 1870.....	2,821,000	6 May & Nov.	1910	Pension (currency) Bonds.....	1,100,000	10 " " "	1894
Penitentiary bonds, 1869.....	497,000	7 Mar. & Sept.	1909	War Loan bonds, 1862.....	312,000	6 " " "	100
Miss. & Mex. Gulf Ship Canal bonds '69	389,000	7 " "	1899	War Loan bonds, 1863.....	6 " " "		
Railroad Aid (various) bonds.....	2,335,000	6 " "	1893	War Loan bonds, 1864.....	6 " " "		
Railroad Loan (var.) bonds, 1869 to 1871.....	4,750,000	8 " "	Various.	War Loan bonds, 1865.....	6 " " "		
Consolidated Funding bonds, 1874.....	951,864	7 Jan. & July.	1914	War Loan bonds, 1866.....	6 " " "		
Maryland—\$11,055,019:				War Loan bonds, 1867.....	7,562,652	6 Jan. & July.	86-95
Bonds to R. R. and Canals.....	5,004,120	5 J. A. J. & O.	1890	Coupon (old) bonds, 1851 to 1861.....	6 " " "		
Bonds to R. R. and Canals.....	889,836	6 " "	1890	Registered (new) bonds, 1866 and 1867.....	700,000	6 " " "	44 yrs
Defense and Bounty bonds 1864 to 1868.....	8,333,588	5 Jan. & July.	1883	Consol. (coup receivable for taxes) 1871.....	20,239,005	6 " " "	1906
State Loan bonds, 1870 and 1874.....	998,471	6 " "	'88-'89	Consol. (coup, not so receivable) 1872.....	2,442,784	6 " " "	1906
(\$7,088,400):				Deferred (W. Va.) certificates, 1871.....	15,239,370	6 " " "	contg. 6
Civil (var.) bonds, 1857 to 1861.....	171,000	6 Various.	'75-'78				
War and Bounty bonds, 1863 and 1864.....	3,832,500	6 Various.	'80-'89				
Equalization (Municipal) bonds 1868.....	8,082,900	6 April & Oct.	1889				

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price	
			When.	Where.						When.	Where.			
Adirondack:							Blue Ridge, (S. Car.):							
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold).....	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:							
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1872.....	5,000,000	7	Feb. and Aug.	Boston.	'91-'9	1134
2d Mortgage.....	2,878,000	8	"	"	1889	....	Boston, Clinton and Fitchburg:						
Receiver's Bonds.....	1,200,000	7	"	"	1889	....	1st Mortgage (Agricultural Br.).....	400,000	6	Jan. & July.	Boston.	1884	85
Alabama and Georgia:							1st Mortgage (Equalization).....	248,000	7	"	"	1889	92	
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Consolidation).....	252,000	7	"	"	1890	96
Alabama Central:							Equipment Mortgage.....	356,000	8	Apr. and Oct.	"	1891	90	
1st Mortgage.....	1,800,000	8	Jan. & July.	New York.	1901	....	Sinking Fund Mortgage.....	543,000	6	Jan. and July.	Boston.	1889	92
Albany and Susquehanna :							Consol. Mortgage for \$2,000,000.....	965,000	7	Apr. and Oct.	Boston.	1893	103	
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	111	Boston, Hartford and Erie:							
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	108	1st Mortgage (old).....	275,000	7	Mar. and Sept.	Boston.	1884	162	
2d Mortgage.....	434,000	7	May & Nov.	"	1881	....	1st Mortgage (Berdell).....	15,000,000	7	Jan. and July.	New York.	1900	161
Albany Loan.....	933,000	8	"	"	1895	Mas. L. (ass'd by \$4,000,000 Ber.).....	3,600,000	7*	"	"	Boston.	1899
Alexandria and Fredericksburg:							Boston and Lowell:							
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	101
Allegheny Valley:							Bonds of 1872 for \$1,000,000.....	990,000	7	"	"	1882	104	
General Mortgage.....	3,967,000	7	Jan. & July.	New York.	1896	106	Boston and Maine:							
Special Mortgage to Penn.	3,500,000	5	January.	Harrisburg.	....	Bonds of 1888 (coup. and reg.).....	1,200,500	7	Jan. and July.	Boston.	'93-'94	111	
1st M. E. Ext., guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	60	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	104	
Funding Income (traffic guar.)	5,402,900	7	"	Pittsburg.	1894	104	Boston and Providence:							
American Central:							Bonds to purchase P. W. & B. Rd.	500,000	7	Jan. and July.	Boston.	1893	104	
1st Mort., guar. by C. B. & Q.	645,000	7	Jan. & July.	New York.	1878	104	Brunswick and Albany:							
Androscoggin:							1st Mort. (gold) end by Ga. tax fr.	3,680,000	6*	Apr. and Oct.	New York.	1905	....
1st Mortizage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1893	....
Arkansas Central (narrow gauge):							Buffalo, Bradford and Pittsburg:							
1st Mortgage.....	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....	General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
Ashtabula, Youngstown & Pitts.	1,500,000	7*	April & Oct.	New York.	1901	....	Buffalo, Corry and Pittsburg:						
1st Mortgage.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
Atchison and Nebraska:							Buffalo and Erie:							
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	Mort. bonds (ass'd by LS&MS).....	200,000	7	Jan. and July.	New York.	1882	....
Atchison, Topeka and Santa Fe:							Mort. bonds (").....	300,000	7	March & Sept.	"	1886	....
1st Mortgage (gold).....	7,041,000	7	Jan. & July.	New York.	1890	903	Mort. bonds (").....	3,000,000	7	Apr. and Oct.	"	105	....
Land Girs t Mortgage (gold).....	3,374,500	7*	April & Oct.	Boston.	1900	801	Buffalo and Jamestown:							
1st Mort. (Wichita Br.) (tr.), guar.	412,000	7*	Jan. & July.	"	1902	....	Mortgage.....	1,000,000	6*	....			
Consol. mort. gold (Oct. 1, 76).....	2,074,900	7*	....	"	1903	531	Buffalo, New York and Erie:						
Land Income bonds.....	976,000	7*	April & Oct.	Y. or Bost.	1903	....	1st Mortgage (assumed by Erie).....	2,000,000	7	June & Dec.	New York.	1877	94
Atlanta and Richmond Air Line:							Buffalo, New York & Phila.:							
1st Mortgage (guar. by Georgia).....	4,248,000	8	Jan. & July.	New York.	1900	474	1st Mortgage.....	2,298,000	6*	Jan. & July.	New York.	1896	....
Atlantic and Great Western:							2d Mortgage for \$1,000,000.....	281,000	10	"	"	1893	....
1st Mortgage (gold).....	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....	Burlington, Cedar Rapids & Minn.:						
2d Mortgage (gold).....	10,173,670	7*	March & Sept.	"	1902	....	1st Mortgage, sig. skg. fund.....	5,400,000	7*	May & Nov.	N. Y. & Lond.	1919	40
3d Mortgage (gold) Income.....	25,783,000	7*	May & Nov.	"	1902	....	1st Mort., (gold) Mil. Div.....	2,300,000	7*	Feb. and Aug.	"	1902	....
Atlantic and Gulf:							Burlington and Missouri River:							
Consolidated 1st Mortgage.....	2,510,200	7	Jan. & July.	New York.	1887	....	Land and R. R. Mortgage.....	4,680,250	7	April & Oct.	N. Y. & Boat.	1893	100
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	....	Stock Bonds pref. 3d heel.....	322,500	8	Jan. & July.	Boston.	1878	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	Stock (common) Bonds.....	308,500	8	April & Oct.	N. Y. & Boat.	1879	100
Atlantic and Lake Erie:							Stock (common) Bonds.....	409,500	8	Jan. & July.	"	1894	100	
1st Mort. (gold) for \$5,000,000.....			7*	Jan. & July.	New York.	1901	Burlington and Mo. Riv. in Neb.:							
Atlantic, Miss. and Ohio (428 m.):			5,470,000	7*	April & Oct.	....	1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Boat.	1894	102
1st Mortgage for \$15,000,000.....			"	"	1901	Bonds convertible until 1892.....	600,000	8	"	"	Boston.	1888	92
2d Mort. to State (no int. till '80).....			4,000,000	7*	May & Nov.	....	Burlington and Southwestern:						
Atlantic and Pacific:							1st Mortgage (\$20,000 per mile).....	1,800,000	8	May & Nov.	Boston.	1891	....
Land Mortgage gold bonds.....	2,829,000	6*	Jan. & July.	New York.	1888	....	Cairo and Fulton (Arkansas):						
2d Mortgage for \$3,000,000 (gold).....	2,015,500	6*	May & Nov.	"	1891	....	1st Mort. (R. R. and lands) S. F.	8,000,000	7*	Jan. & July.	New York.	1891	....
1st Mort. (So. Pac. R. R.) assumed.....	18,855,000	6*	Jan. & July.	"	1888	....	Cairo and St. Louis (3 ft. gauge):						
1st Mort. (Central Div.) gold.....	1,190,000	6*	May & Nov.	"	1891	....	1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	....
1st Mort. (Central Div.) L. G.	794,000	6*	....	"	1901	....	Cairo and Vincennes:						
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	....	1st Mortgage, gold.....	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
Income Bonds (for funding).....	529,600	6*	"	"	1883	....	2d Mortgage.....	1,500,000	7	Jan. & July.	"	1898	....
Land Debentures.....	800,000	10	J. A. J. & O.	"	1884	....	California Pacific:						
Atlantic and St. Lawrence:							1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....
Sterling bonds (not Mort. of 1853).....	484,000	6*	May & Nov.	L. n. n.	1878	....	Extension, or 2d Mortgage	3,500,000	7*	"	"	1889	....
2d Mortgage (Sterling) of 1864.....	1,500,000	6*	April & Oct.	"	1884	....	First Income bnds.....	1,000,000	10*	....			
3d Mortgage (Sterling) of 1871.....	713,000	6*	May & Nov.	"	1891	....	2d Income, or double track b'ds.....	1,600,000	6*	....			
Portland City Bonds, 1st M., s. f.	787,000	6	"	"	1886	....	Camden and Amboy:						
Bald Eagle Valley:							Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	103	
1st Mortgage.....	384,000	6	Jan. & July.	Philadelphia.	1881	....	Loan of 1889.....	886,000	6	June & Dec.	Princeton.	1889	105
2d Mortgage.....	100,000	7	"	"	1884	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	107
Baltimore and Ohio:							Sterling Loan, S. F. (£262,000).....	1,286,000	6*	Feb. & Aug.	London.	1880	....
Loan of 1850-'80.....	570,500	6	Jan. & July.	Baltimore.	1890	105	Camden and Atlantic:							
Loan of 1853-'55.....	1,710,000	6	April & Oct.	"	1888	....	1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1883	113
Loan of 1855-'90 (Bal.) skg fd.	3,253,026	6	Jan. & July.	"	1890	....	2d Mortgage.....	500,000	7	April & Oct.	"	1879	100
Loan of 1870-'95 (stg.) skg fund.	3,318,956	6*	March & Sept.	London.	1895	....	Carrollton and Shawneetown:						
Loan of 1872-1902 (stg.) S. F.	9,198,852	6*	"	"	1902	....	1st Mortgage.....	200,000	7*	Jan. & July.	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,576,000	6*	May & Nov.	"	1910	....	Carolina Central:						
Baltimore and Potomac:							1st Mortgage.....	3,000,000	6*	Jan. & July.	New York.	1923	....
1st Mort. (Tunnel) gold guar....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	2d Mortgage.....	3,000,000	7	April & Oct.	"	1914	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....	Carthage and Burlington:						
Bangor and Piscataquis:							1st Mort., guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	95
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Boston.	1890	....	1st Mortgage.....	200,000	7*	Jan. & July.	"	1902	....
1st Mort. (Bangor loan) extens'n Bay City and East Saginaw:							2d Mortgage.....	200,000	7*	Jan. & July.	"	1902	....
1st Mort. (guar. by F. & P. Mrq. Co.	120,000	7	"	"	1901	....	Carolina Central:						
Bedford and Bridgeport:							1st Mortgage.....	3,000,000	6*	Jan. & July.	New York.	1923	....
1st Mortgage.....	1,000,000	7	April & Oct.	Philadelphia.	1892	....	2d Mortgage.....	3,000,000	7	April & Oct.	"	1914	....
Belfast and Moosehead Lake:							Carthage and Burlington:							
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mort., guar. by C. B. & Q.	28,000	8	May & Nov.	New York		

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount	Rate	Interest Payable.			Description of Bonds.	Amount	Rate	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
Cedar Rapids & Mo. Riv. (C&NW)	\$	5				Ohio, Iowa, and Nebraska:	\$					
1st Mortgage, 1st Div. \$10,000 p.m.	700,000	7 Feb. & Aug.	New York	1891	---	2d Mort. (now 1st) guar. C&NW	508,200	7 Jan. & July.	Boston	1880	---	
1st Mortgage 2d Div. \$10,000 p.m.	582,000	7 " "	"	1894	95	2d Mort. (now 2d) guar. C&NW	211,500	7 Feb. & Aug.	New York	1892	---	
1st Mortgage 3d Div. \$16,000 p.m.	2,400,000	7 May & Nov.	New York	1895	94	Chicago and Milwaukee Railway:						
Central Branch Union Pacific:						1st Mort. guar. by C. and N.W.	1,700,000	7 Jan. & July.	New York	1898	106	
1st Mort. (Atch. & Pike's Peak).						1st Mortgage.....	477,000	8 March & Sept.	Boston	1889	---	
2d Mortgage Government at 6%.	1,400,000	6 Jan. & July.	New York	1896	---	1st Mortgage.....	500,000	8 Jan. & July.	"	1890	---	
Central of Georgia:						1st Mortgage.....	1,350,000	8 May & Nov.	"	1891	---	
General Mort. for \$5,000,000....	2,287,000	7 Jan. & July.	N.Y. & Savan.	1898	---	1st Mortgage (on Branch).....	1,325,000	8 March & Sept.	"	1892	---	
Macon & West. (Atlanta D'y'bds)	150,000	7 April & Oct.	Savannah	1890	---	Chicago, Milwaukee and St. Paul:						
Central of Iowa:						1st Mort. (Mil. and St. Paul Ry.)	5,909,000	7 Jan. & July.	New York	1893	101	
1st Mortgage, gold, \$16,000 p.m.	4,700,000	7 Jan. & July.	New York	1899	---	2d Mort. ("")	1,191,000	7 April & Oct.	"	1884	90	
2d Mortgage, gold, \$4,000 p.m..	925,000	7 April & Oct.	"	1901	---	1st Mort. (Chic. and Mil. Div.)	2,500,000	7 Jan. & July.	"	1903	99	
Central of L. I. (Flush, N.C. & C.):						1st Mort. (East. Div. Palmer)	547,000	8 May & Nov.	"	1874	---	
1st Mortgage.....	1,275,000	7 May & Nov.	New York	1889	---	1st Mort. (Iowa and Minn. Div.)	3,810,000	7 Jan. & July.	"	1897	40	
Central of New Jersey:						1st Mort. (Minneapolis Central)	190,000	7 " "	"	1894	---	
Convertible bonds of 1872....	4,100,000	7 May & Nov.	New York	1902	76	1st Mort. (St. Paul Division)	4,000,000	7 " "	"	1902	102	
1st Mort. (New) for \$6,000,000....	6,000,000	7 Feb. & Aug.	"	1890	109	1st Mort. (Iowa and Dak. Div.)	827,000	7 " "	"	1899	93	
Newark Branch Bonds....	600,000	7 Jan. & July.	"	1887	---	1st Mort. (Prairie du Chien Div.)	3,674,000	8 Feb. & Aug.	"	1898	116	
Loan of Lehigh & Nav. Co. (as'd)	2,310,000	7 J. A. J. & O.	Philadelphia	1897	---	2d Mort. ("")	1,315,000	7 " "	"	1898	98	
Conso'l. Mort. for \$25,000,000....	14,150,000	7 " "	New York	1899	77	1st Mort. (Hast. and Dak. Div.)	46,000	7 Jan. & July.	"	1902	88	
Central Ohio (B. and O.):						1st Mort. (Mil. and Western).....	234,000	7 Jan. & July.	"	1891	---	
1st Mortgage guaranteed.....	2,500,000	6 March & Sept.	Baltimore	1890	101	Real Estate Purchase.....	148,500	7 " "	"	1888	---	
Central Pacific of California:						Equipment and Bridge Bonds.....	245,000	10 June & Dec.	"	1883	---	
1st Mort. 30 years bonds, (gold)	25,883,000	7 Jan. & July.	New York	1886-90	109	Consol. Mort. for \$35,000,000....	2,154,000	7 Jan. & July.	"	1905	88	
Convertible 20 years bonds, gold	1,483,000	7 " "	"	1883	103	Chicago and Northwestern:						
State Aid B'dgs. by State, gold	1,500,000	7 " "	Sacramento	1884	108	Preferred sinking fund (193 m.)	1,233,700	7 Feb. & Aug.	New York	1885	100	
2d Mort. (Government's Subsidy)	27,855,680	6 " "	U.S. Treasury	1895-99	102	General 1st Mortgage (193 m.)	3,578,000	7 " "	"	1886	106	
1st Mort. (Western Pacific) gold	2,726,000	6 " "	New York	1899	Funded coupons (193 m.)	740,300	7 May & Nov.	"	1883	103		
1st Mort. (Calif. & Oregon) gold	8,000,000	6 " "	"	1888	Appleton Ext. (23 m. & 76,000 ac.)	146,000	7 Feb. & Aug.	"	1885	100		
1st Mort. (S. Fr. Okla. & Ala.)	500,000	6 " "	"	1890	Green Bay Ext. (26m & 76,000 a.)	285,000	7 " "	"	1885	100		
1st Mort. (San Joaquin V.D.) gold	6,000,000	6 April & Oct.	"	1890	1st Mort. (Gal. & Chi. U.) 248 m.	1,692,000	7 " "	"	1882	---		
Land bonds (Cen. Pac. Co.) gold	9,208,000	6 " "	"	1890	Elgin and State Line.....	122,000	7 Jan. & July.	"	1878	---		
Central Vermont:						Mississippi River Bridge.....	186,000	7 " "	"	1884	101	
1st Mort. Consol. (Vt. Central).	3,000,000	7 May & Nov.	Boston	1886	1st Mortgage (Peninsula).....	328,000	7 March & Sept.	"	1898	102		
2d Mort. Consol. ("")	1,580,000	7 June & Dec.	"	1891	Consol. skg fund (C. & N.W.Ry.)	4,277,000	7 F. M. A. & N.	"	1915	96		
1st Mort. (Stan., Sheff. and Ch.)	800,000	7 Jan. & July.	"	1887	General Consol. Gold Bonds.....	9,758,000	7 June & Dec.	"	1902	---		
Income and Extension Bonds....	1,008,600	6 May & Nov.	"	1892	1st Mort. S. F. Madison Exten.	3,150,000	7 April & Oct.	"	1911	---		
Equipment Mort. (Vt. Central)	1,000,000	6 " "	"	1887-95	1st Mort. S. F. Menominee Exten.	2,700,000	7 June & Dec.	"	1911	---		
Equipment Mort. (Vt. and Canada)	1,000,000	6 " "	"	1889	2d Mort. (Mil. & Chi. R. R.) guar.	2,000	7 " "	"	1898	106		
Mississquoi R.R. ("")	500,000	6 " "	"	1891	1st Mort. (Chi. & Mil. R. W. R.) guar.	1,700,000	7 Jan. & July.	"	1898	106		
Cent. Vt. (Vt. & Ca. Mort.) b'ds	8,000,000	6 March & Sept.	"	1894	1st Mort. (Bell. & Mad. R. R.) guar.	284,000	7 " "	"	1888	---		
Charleston and Savannah:						Chicago, Portage and Superior:						
1st Mortgage guar. by State....	805,000	6 March & Sept.	Charleston	1877		1st M. & f. (Chi. & N. Pac. Air-L.)	25,000pm	7 June & Dec.	New York	1902	---	
Funded Interest on 1st Mort....	157,400	7 " "	"	1889		1st Mortgage of \$8,000,000....	8 April & Oct.	New York	1901	---	
Charlotte, Columbia & Augusta:						1st Mortgage \$26,000 p.m. gold	2,304,000	7 Jan. & July.	Boston	1903	---	
1st Mortgage.....	2,000,000	7 Jan. & July.	New York	1895	Chi. Pekin & Southw. (C.B. & Q.):	1st Mortgage for \$10,000 per mile	700,000	8 Feb. & Aug.	New York	1901	---	
Charlottetown:						Chicago, Rock Island and Pacific:	9,000,000	7 Jan. & July.	New York	1896	111	
1st Mort. guar. by Penna....	500,000	7 April & Oct.	Philadelphia	1901	1st Mortgage skg fund.....	1st Mort. gold, tax free, guar.	5,000,000	7 May & Nov.	New York	1889	---	
Cheeraw and Darlington:						1st Mortgage gold (Atchison Br.)	1,000,000	7 June & Dec.	"	1901	---	
1st Mortgage dated Jan. 1, 1871.	181,000	8 April & Oct.	Charleston	1888	Chicago, Rock Island and Pacific:	1st Mort. gold, skg fd for \$40,000	7 Jan. & July.	New York	1902	---	
2d Mortgage dated Jan. 1, 1889.	75,000	7 Jan. & July.	"	1888	1st Mort. gold, tax free, guar.	1st Mort. (Mad. & Portage) gold	600,000	7 April & Oct.	New York	1900	---	
Cherry Valley, Sharon and Alb.:						1st Mort. (gold) for \$5,000,000	7 Jan. & July.	"	1902	---	
1st Mort. con. guar. by A. & S. Co.	300,000	7 June & Dec.	New York	1899	1st Mort. (Mad. & Portage) gold	1,200,000	7 " "	"	1900	---		
Chesapeake and Ohio:						1st Mort. gold (Mad. & Portage) gold	600,000	7 " "	"	1900	---	
1st M. (gold) skg fd for \$15,000,000	15,000,000	6 May & Nov.	New York	1899	1st Mort. (gold) (Brunswick)	500,000	7 Jan. & July.	New York	1894	---		
1st Mort. Extension, cou. or reg.	6,426,000	7 Jan. & July.	"	1902	1st Mort. (guar. by St. L. K. C. & N.)	500,000	7 Jan. & July.	Baltimore	1900	98		
1st Mort. (Va. Con.) guar. by Va.	106,000	6 " "	"	1880	1st Mort. (Hamilton and Dayton)	1,250,000	7 May & Nov.	New York	1880	---		
3d Mort. ("") coupon....	902,000	6 " "	"	1884	2d Mortgage of 1865.....	500,000	7 Jan. & July.	"	1885	---		
Income ("") coupon....	300,000	6 " "	"	1876	3d Mortgage of 1867.....	500,000	8 June & Dec.	"	1877	---		
Funded Interest, coupon....	160,600	8 " "	"	1877	1st Mort. guar. for \$2,500,000....	1,846,000	7 Jan. & July.	New York	1903	103		
Oeshire:						1st Mort. (Lafayette and Chi.)	1,120,000	7 March & Sept.	New York	1901	84	
Coupon bonds (no Mort.)....	773,800	6 Jan. & July.	Boston	1877-80	1st Mort. (Madison)	471,000	7 June & Dec.	Cincinnati and Martinsville:	1914	---		
Chester Creek (Phila. & Balt. Cent.):	184,000	6 Jan. & July.	Philadelphia	1903	1st Mort. (guar. by I. C. & L. F.)	400,000	7 Feb. & Aug.	Cincinnati and Brunswick:	1906	---		
1st Mort. guar. by P. W. & B.:					1st Mort. (guar. by C. & L. F.)	1,500,000	7 Jan. and July.	Cincinnati and Springfield:	1901	---		
Chester and Tamarac:					1st Mort. (guar. by C. & L. F.)	1,024,300	7 Jan. and July.	Cincinnati, Richmond and Chicago:	1921	---		
1st Mortgage.....	660,000	7* May & Nov.	New York	1891	1st Mort. (guar. by C. & H. & D.)	560,000	7 Jan. and July.	1st Mort. (guar. by C. & H. & D.)	1880	---		
Chicago and Alton:					1st Mort. (guar. by C. & H. & D.)	500,000	7 " "	1st Mort. (guar. by C. & H. & D.)	1885	---		
1st Mortgage; pref. sinking fund.					1st Mort. (guar. by C. & H. & D.)	500,000	8 June & Dec.	1st Mort. (guar. by C. & H. & D.)	1877	---		
1st Mortgage.....	28,000	7 May & Nov.	New York	1877	1st Mort. (guar. for \$2,500,000....)	1,846,000	7 Jan. and July.	1st Mort. (guar. by C. & L. F.)	1903	103		
2d Mortgage Income.....	2,400,000	7 Jan. & July.	"	1883	1st Mort. (guar. for \$2,500,000....)	1,846,000	7 Jan. and July.	1st Mort. (guar. by C. & L. F.)	1903	103		
Consol. Bonds (2200 skg. each.)	3,593,200	7 April & Oct.	London	1893	1st Mort. (guar. for \$2,500,000....)	1,846,000	7 Jan. and July.	1st Mort. (guar. by C. & L. F.)	1903	103		
1st Mort. (St. L. J. & C.) assumed	564,000	7 Jan. & July.	New York	1894	1st Mort. (guar. for \$2,500,000....)	1,846,000	7 Jan. and July.	1st Mort. (guar. by C. & L. F.)	1903	103		
1d Mort. ("")	188,000	7 Jan. & July.	"	1898	1st Mort. (guar. by C. & L. F.)	1,846,000	7 Jan. and July.	1st Mort. (guar. by C. & L. F.)	1903	103		
1st Mort. (Louisiana and Mo.):					1st Mort. (guar. by C. & L. F.)	1,846,000	7 Jan. and July.	1st Mort. (guar. by C. & L. F.)	1903	103		
Chicago, Burlington and Quincy:					1st Mort. (guar. by C. & L. F.)	1,846,000	7 Jan. and July.	1st Mort. (guar. by C. & L. F.)	1903	103		
Trust Mortgage skg fund....	2,571,000	8 Jan. & July.	New York	1883	1st Mort. (guar. by C. & L. F.)	1,846,000	7 Jan. and July.	1st Mort. (guar. by C. & L. F.)	1903	103		
Trust Mortgage, skg fund conv.	158,000	8 " "	"	1883	1st Mort. (guar. by C. & L. F.)	1,846,000	7 Jan. and July.	1st Mort. (guar. by C. & L. F.)	1903	103		
Trust Mortgage (Bur. to Peoria)	680,000	7 April & Oct.	"	1890	1st Mort. (guar. by C. & L. F.)	1,846,000	7 Jan. and July.	1st Mort. (guar. by C. & L. F.)	1903	103		
Loan of 1872....	2,591,475	7 Jan. & July.	Boston	1896	1st Mort. (guar. by C. & L. F.)	1,846,000	7 Jan. and July.	1st Mort. (guar. by C. & L. F.)	1903	103		
Bond of 1875, Sinking Fund....	462,000	6 June & Dec.	"	1895	1st Mort. (guar. by C. & L. F.)	1,846,000	7 Jan. and July.	1st Mort. (guar. by C. & L. F.)	1903	103		
Consol. Mortgage for \$30,000,000.	8,428,000	7 " "	"	1895	1st Mort. (guar. by C. & L. F.)	1,846,000	7 Jan. and July.	1st Mort. (guar. by C. & L. F.)	1903	103		
1st Mort. (Am. Can. R. R.) guar.	615,000	8 " "	New York	1878	1st Mort. (guar. by C. & L. F.)	1,846,000	7 Jan. and July.	1st Mort. (guar. by C. & L. F.)	1903	103		
1st Mort. (Car. and Bur.) guar.	503,500	8 May & Nov.	"	1879	1st Mort. (guar. by C. & L. F.)	1,846,000	7 Jan. and July.	1st Mort. (guar. by C. & L. F.)	1903	103		
1st Mort. (Dig., Peo. & Han.) guar.	753,000	8 Jan. & July.	"	1889	1st Mort. (guar. by C. & L. F.)							

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.					
			When.	Where.	Due.				When.	Where.	Due.			
Cleveland and Pittsburg (Pa. Co.):	\$					Detroit & Bay City (Mich. Cent.):	\$							
Construction and Equip. bond.	600,000	7	Jan. and July	New York	1891	1st Mort. (\$424,000 guar.)	2,350,000	8	May and Nov.	New York	1902	70		
4th (now 3d) Mortgage guar.	1,096,000	6	" "	"	1892	106	2d Mortgage	1,826,000	8	Jan. & July	New York	1891	---	
Consol. sinking fund guar.	1,427,000	7	May & Nov.	"	1906	110	1st Mortgage for \$22,000 p.m.	1,170,000	8	June & Dec.	New York	1890	---	
Clev., Painesville & Ashtabula:						1st Mort. \$16,000 p. m. guar.	300,000	8	Jan. & July	"	1881	---		
Reg'd b'de(ass'd by LS&MS.)	1,000,000	7	Jan. & July	New York	1889	106	2d Mortgage, (coupon) guar.							
3d Mortgage (" ")	1,000,000	7	April & Oct.	"	1892	107								
Cleveland and Toledo:						Detroit, Lansing and Lake Mich.:								
1st Mort. s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July	New York	1885	111	1st Mortgage.....	3,219,000	8	April & Oct.	Boston	1896	---	
2d Mortgage (" ")	860,000	7	April & Oct.	"	1886	105	1st Mortgage (on Branches).....	575,000	8	June & Dec.	"	1897	---	
Colebrookdale:						2d Mortgage.....	1,369,000	8	Feb. & Aug.	"	1893	44		
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia	1898	50	1st Mort. (Ionia and Lansing).....	770,000	8	Jan. & July	New York	1892	---	
Colorado Central (3 ft. gauge):						2d Mort. (" ").....	81,000	8	May & Nov.	"	1890	---		
1st Mortgage.....	225,000	8	June & Dec.	Boston	1890	...	Detroit & Milwaukee (Gt. W. of C.):							
Columbus, Chicago & Ind. Cent.:						1st Mortgage, (D. & M. R. Y.).....	2,500,000	7	May & Nov.	New York	1875	---		
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct.	New York	1908	254	2d Mortgage (" ").....	1,000,000	8	May & Nov.	"	1875	---	
2d Mortgage skg fund.....	5,582,400	7	Feb. & Aug.	"	1909	10	1st Funded Coup. (D. & M. R. R.)	625,924	7	Jan. & July	"	1875	---	
Income convertible.....	3,888,000	7	" "	"	1890	...	2d Funded Coup. (" ").....	375,734	7	May & Nov.	"	1875	---	
1st Mort. (Chic. and St. Eastern)	461,000	7	April & Oct.	"	1883-95	68	1st Mort. (Detroit & Pontiac R.R.)	150,000	7	April & Oct.	"	1878	---	
2d Mort. (" ")	344,400	7	Jan. & July	"	"	2d Mort. (" ").....	100,000	7	Jan. & July	"	1878	---		
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	"	1890	...	3d Mort. (" ").....	250,000	8	Feb. & Aug.	"	1878	---	
1st M. s.f. (" ")	39,650	7	May & Nov.	"	1896	...	Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	"	1886	---	
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July	"	1904	...	Bonds of June 30, 1866.....	1,702,317	64	Jan. & July	"	1886	---	
2d Mort. (" ")	821,000	10	May & Nov.	"	1904	...	Detroit, Mon. & Tol. (L.S.H.&M.S.):							
1st M. (Col. & Ind.), 1st&2d pref.	309,500	7	Jan. & July	"	1883	...	1st Mortgage Aug. 1, 1850.....	924,000	7	Feb. & Aug.	New York	1876	103	
2d Mortgage (Ind. Central).....	666,500	7	" "	"	1882	...	Dixon, Peoria and Hannibal:							
1st Mort. (Tol. Logansport & Bur.)	554,500	7	Feb. & Aug.	"	1884	...	1st Mort. guar. by C. B. and Q.	763,000	8	Jan. & July	New York	1889	101	
Income (" ")	74,024	7	" "	"	1884	...	Dubuque and Sioux City:							
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	"	1906	...	1st Mortgage tax free.....	882,000	7	Jan. & July	"	1883	101	
Columbus, Springfield and Cin.:						Dubuque Southwestern:								
1st M. (assumed by Cin. S. & C.)	1,000,000	7	March & Sept.	New York	1901	...	1st Mortgage.....	450,000	7	April & Oct.	New York	1883	...	
Columbus and Hocking Valley:						1st Mortgage, preferred.....	78,500	7	Jan. & July	"	1883	...		
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York	1897	Dunkirk, Allegheny Val. & Pitts.:								
1st M. on Branch (& 2d on main)	200,000	7	Jan. & July	"	1890	...	1st Mortgage (gold).....	1,200,000	7	June & Dec.	New York	1900	---	
General Mortgage.....	634,000	7	" "	"	1892	...	1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July	New York	1903	---	
Columbus and Xenia:						East Alabama and Cincinnati:								
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York	1890	...	1st Mort. endorsed by Alabama.	400,000	8	Jan. & July	"	1860	...	
Connecticut and Passumpsic R.R.:						1st Mort. endorsed by Brandywine & Waynesboro.	100,000	8	Jan. & July	Philadelphia	1885	...		
New Mortgage for \$1,500,000.....	870,500	7	April & Oct.	Boston	1893	95	1st Mort. endorsed by Waynesboro.	147,000	6	May & Nov.	"	1886	---	
1st Mortgage sinking fund.....	239,500	6	June & Dec.	"	1876	99	Endorsed Bonds (East T. & V.)	92,000	6	Jan. & July	"	1886	---	
Coupon Notes.....	607,500	7	" "	"	1876-81	97	Company Bonds (East T. & G., old)	635,000	6	" "	"	1886	---	
1st Mort. (Massissippi) guar. gold	400,000	6*	Jan. & July	"	1876	96	Company Bonds (" new")	135,400	6	" "	"	1876	---	
Connecticut River:						Eastern (Mass.):								
1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston	1878	...	1st Mort. skg fund for \$5,500,000	2,999,000	7	Jan. & July	New York	1900	93	
Connecticut Valley:						2d Mortgage.....	190,000	4	" "	"				
1st Mortgage.....	1,000,000	7	Jan. & July	New York	1901	...	Endorsed Bonds (East T. & V.)	147,000	6	May & Nov.	"	1886	---	
Connecticut Western:						...	Endorsed Bonds (East T. & G.)	92,000	6	Jan. & July	"	1886	---	
1st Mortgage tax free.....	2,674,000	7	Jan. & July	N. Y. & Bost.	1900	...	Company Bonds (E.T. & G., old)	635,000	6	" "	"	1886	---	
Connecting (Philadelphia):						...	Company Bonds (" new")	135,400	6	" "	"	1876	---	
1st Mort. ABCD & \$200,000 each	991,000	6	March & Sept.	Philadelphia	1,2,3,4.	...	Eastern (Mass.):							
Cooperstown and Susq. Valley:						1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July	Boston	1876	61		
1st Mortgage.....	100,000	7	March & Sept.	New York	1889	...	Loan of 1865.....	160,000	6	April & Oct.	"	1888	---	
Cowanesque Valley:						...	Loan of 1867.....	95,000	7	March & Sept.	"	1887	53	
1st Mortgage, gold.....	25,000	7*	Jan. & July	New York	1902	...	Loan of 1868.....	1,000,000	6	March & Sept.	"	1888	---	
2d Mortgage.....	100,000	7	May & Nov.	"	1882	...	Ten year coupon notes.....	1,163,000	7	May & Nov.	"	1882	49	
Cumberland & Penn. (Consol. Coal):						...	Ten year coupon notes.....	2,518,500	7	May & Nov.	"	1882	49	
1st Mortgage.....	803,500	6	March & Sept.	New York	1891	...	Sinking Fund Bonds.....	2,300,000	6	May & Nov.	"	1882	47	
2d Mortgage, sinking fund.....	618,000	6	May & Nov.	"	1888	...	Sterling Sink. Fd. Bonds.....	2,818,048	6*	March & Sept.	London	1890	---	
Cumberland Valley:						Eastern Shore (Md.):								
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia	1904	...	1st Mortgage.....	400,000	6	Jan. & July	Philadelphia	1880	---	
2d Mortgage.....	109,500	8	" "	"	1908	...	2d Mortgage.....	200,000	6	April & Oct.	"	1886	---	
Plain bonds.....	81,800	6	" "	"	1884	...	3d Mortgage.....	2,174,000	7	March & Sept.	New York	1890	---	
Danbury and Norwalk:						...	4th Mortgage.....	4,832,000	7	April & Oct.	Philadelphia	1880	104	
Mortgage Bonds of 1870.....	100,000	7	Jan. & July	New York	1880	...	5th Mortgage.....	2,937,000	7	June & Dec.	"	1880	93	
Mortgage Bonds of 1870.....	200,000	7	" "	"	1890	...	Buffalo Branch, 1st mortgage.....	709,500	7	Jan. & July	"	1880	102	
Mortgage Bonds of 1872.....	200,000	7	" "	"	1892	...	2d Mortgage.....	182,000	6	Jan. & July	"	1880	91	
Danv. Hazleton & Wilkesbarre:						...	3d Mortgage.....	4,580,000	6*	March & Sept.	London	1875	---	
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia	1887	40	...	1st Consol. Mort. for \$40,000,000.	12,076,000	7	June & Dec.	NY & London	1920	---
2d Mortgage.....	300,000	7	" "	"	1886	...	...	14,000,000	6*	Jan. & July	London	1894	---
Danv. Urb. Bloom'gton & Pekin:						10,000,000	7*	J. A. J. and O.	London	1903	---
1st Mortgage.....	2,000,000	7*	April & Oct.	New York	1909	...	Eric Railway:							
Davenport and St. Paul:						...	1st Mortgage, extended.....	2,483,000	5	May & Nov.	New York	1887	103	
1st Mort. gold skg fd \$20,000 p.m.	1,855,000	7	Jan. & July	New York	1881	...	2d Mortgage.....	2,174,000	7	March & Sept.	"	1887	102	
Dayton and Michigan (C.H. & D.):						...	3d Mortgage.....	4,832,000	7	April & Oct.	"	1888	101	
1st Mortgage sinking fund.....	441,000	7	March & Sept.	"	1884	...	4th Mortgage.....	2,937,000	7	June & Dec.	"	1888	93	
2d Mortgage, guar.....	386,000	7	April & Oct.	"	1888	...	5th Mortgage.....	709,500	7	Jan. & July	"	1888	91	
3d Mortgage, guar.....	165,500	7	March & Sept.	"	1888-94	...	6th Mortgage.....	182,000	6	Jan. & July	"	1888	90	
Toledo Depot bonds, guar.....						...	7th Mortgage.....	4,580,000	6*	March & Sept.	London	1875	---	
Dayton and Union:						...	8th Mortgage.....	1,400,000	6	June & Dec.	NY & London	1920	---	
1st Mortgage, registered.....	140,000	7	March & Sept.	New York	1878	...	9th Mortgage.....	10,000,000	7*	June & Dec.	London	1894	---	
2d Mortgage.....	135,000	7	" "	"	1879	...	10th Mortgage.....	200,000	6	Jan. & July	London	1894	---	
Income Bonds.....	252,448	6	" "	"	1879	...	11th Mortgage.....	200,000	6	March & Sept.	London	1893	---	
Dayton and Western (L. M. R. I.):						...	12th Mortgage.....	200,000	6	March & Sept.	London	1893	---	
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York	1881	...	Eric & Pittsburg (Penn.):							
1st Mortgage (" ").....	495,000	6*	Jan. & July	"	1905	...	1st Mortgage.....	202,200	7	Jan. & July	New York	1882	---	
Decatur, Sullivan and Mattoon:						...	2d Mortgage.....	92,800	7	April & Oct.	"	1882	---	
1st Mortgage.....	500,000	8	March & Sept.	New York	1901	...	Consolidated Mortgage.....	2,192,000	7	Jan. & July	Philadelphia	1898	---	
Delaware (P. W. and Balt.):						...	Equipment Mortgage.....	750,000	7	April & Oct.	"	1890	---	
1st Mortgage, guar.....	650,000	6	Jan. & July	Philadelphia	1895	...	European & N. American (Me.):							

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Interest Payable.			Price.	Description of Bonds.	Amount.	Interest Payable.			Price.
		Rate.	When.	Where.				Rate.	When.	Where.	
Florida:						Huntingdon and Broad Top Mt.:					
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890
Flushing, North Side and Central:						2d Mortgage.....	367,500	7	Feb. & Aug.	"	1875
1st Mort. (Flushing and N. Side.)	1,825,000	7	May & Nov.	New York	1901	Consolidated Mortgage.....	1,378,000	7	April & Oct.	"	1895
1st Mort. (Central of's. I.).....	1,275,000	7	" "	"	1903						53
1st Mort. (Cent. R. R. Ext'n.)	200,000	7	May and Nov.	"		Redemption bonds, currency.....	2,500,000	6	April & Oct.	New York	1890
1st Mort. (North Shore).....	136,000	7	Feb. & Aug.	"		General Mortgage for \$15,000,000	2,500,000	6*	"	London	1895
Sterling Loan.....	1,500,000	6*		London.		Sterling Bonds, Sinking Fund.....	4,792,000	5*	"	"	1903
Paula, Johnstone & Gloversville:						Illinois Grand Trunk (C.B. & Q.):					
1st Mortgage.....	300,000	7	Jan. & July.	New York	1890	1st Mortgage, guaranteed.....	933,000	8	April & Oct.	Boston	1890
Fort Wayne, Jackson & Saginaw:						1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York	1901
1st Mortgage, traffic guarantee.....	1,500,000	8	Jan. & July.	New York	1889	1st Mortgage.....					
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York	1903
Fort Wayne, Mutual & Cin.:						Indiana, North and South:					
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston	1890	1st Mort. gold.....	5,000,000	7*	April & Oct.	New York	1909
2d Mortgage.....	500,000	8	" "	"	1895	1st Mortgage Extension gold.....	5,500,000	7*	Jan. & Jul.	"	1912
Frauenham and Lowell:						2d Mortgage.....	1,500,000	8	" "	"	1890
1st Mortgage.....	400,000	7	April & Oct.	Boston	1890	Indianapolis and Madison:					
2d Mortgage.....	150,000	8	" "	"	1893	1st Mort. assumed by J.M. & L.	397,000	7	May & Nov.	New York	1881
Frederick and Pennsylvania Line:						Indianapolis & Vincennes:					
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore	1901	1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York	1908
Fremont, Elkhorn & Mo. (SC&P):						2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	"	1900
1st Mortgage.....	690,000	7	April & Oct.			International and Gt. Northern:					
Galena & Chic. Union (G.&N.W.):						1st Mortgage s.l. (Intern. R. R.):	3,040,000	7*	April & Oct.	New York	1911
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York	1882	Convertible B'ds.....	1,473,000	8	Feb. & Aug.	"	1892
2d Mortgage.....	43,000	7	May & Nov.	"	1875	1st Mortgage (Hous. & Gt. N.R.R.):	4,211,000	7	Jan. & July.	"	1900
Galv., Harrisburg & San Antonio:						Convert. B'ds.....	1,677,000	8	Feb. & Aug.	"	1892
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	Indianapolis, Cin. and Lafayette:					
Galveston, Houston & Henderson:						1st Mortgage of 1867.....	2,800,000	7	Feb. & Aug.	New York	1897
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York	1890	1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1599
Gencya, Ithaca and Athens:						Funded Interest Bonds, coupon.....	469,100	7	March & Sept.	"	78-'83
1st Mortgage, skg. fd. guar.	600,000	7*	Jan. and July.	New York	1890	Equipment Bonds, registered.....	375,000	10	"	"	1883
Georgia (and Banking):						1st Mort. (Ind'polis & Cin.) 1858.	1,600,000	7	April & Oct.	"	1888
Company bonds (debentures)....	564,500	7	Jan. & July.	Augusta	'75-'90	1st Mort. (Cin. & Indiana).....	493,000	7	June & Dec.	"	1892
Gillman, Clinton & Springfield:						2d Mort. (") guar.	1,497,000	7	Jan. & July.	"	77-'82
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	Indianapolis and St. Louis:					
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"		1st Mortgage.....	2,000,000	7	Jan. & July.	New York	1919
Goshen and Deckertown (Erie):						1st Mortgage.....		7	March & Sept.	"	1919
1st Mortgage.....	246,500	7	Jan. & July.	New York	1888	2d Mortgage.....	1,000,000	7	April & Oct.	"	1919
Grand Rapids & Indiana:						Equipment Mortgage.....	373,000	10	Jan. & July.	"	1881
1st Mortgage L. G. guar. gold..	4,000,000	7*	Jan. & July.	New York	1899	Ionia and Lansing (D. L. & L. M.):					
1st Mort. L. G. not guar. gold..	3,224,000	7*	April & Oct.	"		1st Mortgage traffic guar.	770,000	8	Jas. & July.	New York	1880
Grand River Valley (Mich. U.):						2d Mortgage.....	81,000	8	May & Nov.	"	1886
1st Mort., assumed by Lessees..	1,000,000	8	Jan. & July.	New York	1886	Jacksonville, North West & S. East:					
2d Mortgage, guar. by Lessees..	500,000	8	March & Sept.	"		1st Mortgage.....	2,960,000	7	April & Oct.	New York	1917
Grand Trunk (Oa.):						1st Mortgage.....		7	April & Oct.	New York	1900
Equipment Bonds £500,000....	2,500,000	6*	April & Oct.	London	1877	1st Mortgage.....	2,000,000	8	April & Oct.	New York	1900
Equipm't Bonds No. 2 £600,000	2,500,000	6*	Jan. & July.	"	1920	1st Mort. (Northern Ext.) guar.	1,350,000	8	April & Oct.	New York	1897
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	1st Mort. (Penn.).....	100,000	7	May & Nov.	Philadelphia	1875
1st Preference Bonds £3,218,140	16,090,745	5*	Jan. & July.	"	Irred.	Ithaca and Athens (Penn.):					
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"		1st Mortgage gold, skg fund....	600,000	7*	Jan. & July.	New York	1890
3d Preference Bonds £7,163,910	35,319,560	4*	" "	"		1st Mortgage guar.	1,317,000	8	Jan. & July.	New York	1885
Provincial Debentu's £2,111,500	15,587,500	4*	" "	Ottawa		1st Mort. (Northern Ext.) guar.	810,000	8	May & Nov.	"	1890
Great Western of Canada:						2d Mortgage.....	158,000	8	March & Sept.	"	1878
Mortgage Bonds £127,000....	635,000	6	Jan. & July.	London	1876	Consolidated Mortgage (236 m.):	1,988,000	8	" "	"	1891
Mortgage Bonds £547,000....	2,735,000	5*	April & Oct.	"	1877	1st Mortgage.....	610,000	7*	Jan. & July.	New York	1902
New Bonds £1,000,000....	5,000,000	6	June & Dec.	"	1878-79	1st Mortgage.....	472,000	7	Jan. & July.	New York	1880
Debenture Bonds £1,743,160....	8,715,800	5	Jan. & July.	"	"	2d Mortgage.....	3,000,000	8	" "	"	1899
Great Western Railway of I'ns'l:						James' n & Frank. (L.S. & M. S.):					
1st Mort. ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York	1888	1st Mortgage guaranteed.....	443,000	7	Jan. & July.	New York	1897
2d Mort. " " "	2,500,000	7	May & Nov.	"		2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894
Green Bay and Minnesota:						Jefferson (Erie):					
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	1900		1st Mort. (Hawley Section).....	204,000	7	Jan. & July.	New York	1887
Greenville and Columbia:						2d Mort. (Carbendale Section).....	84,000	7	" "	"	80
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia	'81-'86	1st Mort. (Joliet and Chicago C. & A.):	2,474,000	7	April & Oct.	New York	1906
1st Mortgage not guaranteed....	376,766	7	" "	"	'81-'86	1st Mortgage consol.	2,000,000	7	Jan. & July.	"	1910
Greenwich and Johnsonville:						2d Mortgage consol.	397,000	7	May & Nov.	"	1881
1st Mortgage.....	185,000	7	May & Nov.	New York	1889	1st Mortgage (Ind & Mad. guar.):					
Gulf, Western Texas and Pacific:						Jersey City and Albany:					
1st Mortgage (Construction)....	1,886,000	7*	Jan. & July.	1902		1st Mortgage.....	250,000	7*	Jan. & July.	New York	1913
Hannibal and Naples (T.W. & W.):						1st Mortgage (Ridgefield Park).....	300,000	7	May & Nov.	"	1912
1st Mortgage.....	675,000	7	May & Nov.	New York	1898	1st Mortgage (Joliet and Chicago C. & A.):	336,000	8	Jan. & July.	New York	1882
2d Mortgage.....	225,000	7	Jan. & July.	"	1885	1st Mortgage skg fund guar.	1885	8	" "	"	110
Hannibal & Cent. Mo. (T.W. & W.):						Junction, Philadelphia:					
1st Mortgage, tax free....	1,000,000	7	May & Nov.	New York	1890	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia	1882
2d Mortgage.....	250,000	7	" "	"	1892	2d Mortgage not guaranteed.....	300,000	6	April & Oct.	"	102
Hannibal and St. Joseph:						Junction and Breakwater:					
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York	'77-'94	1st Mort. guar. by Delaware.....	352,000	6	Jan. & July.	New York	1890
Missouri State Loan.....	1,500,000	6	" "	"	1878-85	1st Mort. (Ridgefield Park).....	300,000	7	May & Nov.	"	1882
Fifteen years' bonds (277 m.)....	2,798,000	8	March & Sept.	Brpt. & Bost.	1885	1st Mort. skg fund guar.	236,000	8	Jan. & July.	New York	1882
1st Mort. (Q. & Palm. R. R. 15 m.)	400,000	8	Feb. & Aug.	New York	1885	1st Mort. (St. Jo. & Coun. Bluffs):	1885	8	" "	"	95
1st Mort. (K. City & Cam. RR & RR)....	1,200,000	10	Jan. & July.	"	1885	1st Mort. assumed by L.S. & M.S.:	100,000	8	Jan. & July.	New York	1887
General Land Mortgage (277 m.):						Kalamazoo, Allegan & Gr. Rapids:					
Harlem Extension:						1st Mort. assumed by L.S. & M.S.:	840,000	8	Jan. & July.	New York	1888
1st Mortgage.....	4,000,000	7	Jan. & July.	Boston	1890	1st Mort. (Kalamazoo, Allegan & Gr. Rapids):					
Harrisburg & Lancaster:						1st Mort. assumed by L.S. & M.S.:	100,000	8	Jan. & July.	New York	1887
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia	1883	1st Mort. assumed by L.S. & M.S.:	710,000	8	May & Nov.	New York	1889
Harford, Providence and Fishkill:						Kalamazoo and Schoolcraft:					
1st Mort. (R. L. 26.32 m.) skg fund.....	481,000	7	Jan. & July.	Providence	1876	1st Mort. assumed by L.S. & M.S.:	70,000	8	May & Nov.	New York	1889
1st Mort. (Conn. 96.04 m. skg f'd.)	1,574,500	7	" "	Hartford	1876	Kalamazoo, & S. Haven (M. Cen.):					
Holyoke, Wayne & Monroe (F&P'M):						1st Mort. guar. by lessees....	710,000	8	May & Nov.	New York	1889
1st Mortgage guar., tax free....	1,000,000	8	Jan. & July.	New York	1901	2d Mortgage.....	70,000	8	" "	"	..
Holyoke and Westfield:						Kalamazoo & White Pigeon:					
1st Mortgage.....	200,000	7	April & Oct.	Boston	1891	1st Mort. assumed by L.S. & M.S.:	400,000	7	Jan. & July.	New York	1890
Housatonic:						1st Mort. ass'd by Han. & St. Jo.:	1,200,000	10	Jan. & July.	New York	1886
1st Mortgage sinking fund....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	1st Mort. ass'd by Han. & St. Jo.:	1,200,000	10	Jan. & July.	New York	1886
2d Mortgage.....	100,000	7	Feb. & Aug.	New York	1886	Kan. City, St. Jo. & Coun. Bluffs:					
3d Mortgage of 1868....	100,000	8	April & Oct.	Brpt. &							

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable,			Description of Bonds.	Amount.	Rate.	Interest Payable,			
			When.	Where.	Due.				When.	Where.	Due.	
Kansas Pacific:	\$					Louisville, Cincinnati and Lexington:	\$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	Bonds to State of Kentucky:	74,519	6	Jan. & July.	New York.	Perpet.	
1st Mort. (2d Div. 253.94 m.) gold	4,063,000	6*	June & Dec.	"	1896	1st Mortgage for Cincinnati Br.	3,000,000	7	"	"	1897	
1st M. (3d D. 244.86 m. & 3,000,000)	6,411,600	7*	May & Nov.	N. Y. L. & F.	1899	2d Mortgage for \$1,000,000	578,000	7	April & Oct.	"	1900	
1st Mort. (1,000,000 acres).....	187,000	7	March & Sept.	N. Y. & St. Lo.	"'11-'76	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	
1st Mort. (2,000,000 acres) gold..	1,722,250	7	Jan. & July.	N. Y., L. & F.	1890	1st Mort. (Louisville & Frankl't)	39,000	6	"	"	173-78	
2d Mort. (" gold.)	1,600,000	7	March & Sept.	"	1896	1st Mort. (Louis, Cin. and Lex.)	21,000	7	April & Oct.	"	1902	
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	1st Mortgage (Shelby R. R.)	88,500	8	June & Dec.	"	1881	
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	"'95-'97	Louisville and Nashville:						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1880	
Kent County (Del.)						Mort. main office lot & building	80,000	7	"	Louisville.	1880	
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1890	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	1880-88	
Kentucky Central:						1st Mort. (Memph. and Ohio):	3,000,000	7	June & Dec.	New York.	1901	
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	1st Mort. (Memph. & Clarksv. Br.)	2,369,710	7	Feb. & Aug.	"	1898	
3d Mortgage.....	237,000	7	June & Dec.	"	Consel. M. for \$8,000,000 (392 m.)	7,109,000	7	April & Oct.	"	1877-87		
Keokuk and Des Moines:						Louisville Loan.....	849,000	6	"	"	"	
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	Louisville Loan (Lebanon Br.)	225,600	6	May & Nov.	"	1886	
Funder Interest.....	254,300	8	" "	"	Louisv. Loan (Leb. Br. Exten.)	333,000	8	April & Oct.	Louisville.	1893		
Keokuk and St. Paul (C.B. & Q.):						Louisv. N. Al. & St. Lo. Air-Line:	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892
1st Mortgage traffic guar.....	864,000	8	April & Oct.	Boston.	1879	Macau and Augusta:						
La Crosse, Trempealeau & Prescott:						1st Mortgage end by Ga. R. R.:	300,000	7	Jan. & July.	New York.	1877	
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1877	1st Mortgage not endorsed.....	100,000	7	"	"	1887	
Laf., Blooming. & Miss. (T.W. & W.):						Construct. Mort. end by Ga. R.R.	870,000	7	"	"	1879	
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	Macon and Brunswick:						
Laf., Muncie & Bloom. (T.W. & W.):						1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1887	
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	1st Mort.	600,000	7	May & Nov.	"	1900	
Lake Erie and Louisville:						2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	Equipment Mortgage.....	150,000	7	"	"	1879	
2d Mortgage.....	590,000	7	Jan. & July.	"		Madison and Portage:						
Lake Ontario Shore:						1st Mort.	600,000	7	April & Oct.	New York.	1890	
1st Mortgage (\$20,000 pr. m.)	1,438,200	7*	Jan. & July.	New York.	1897	Maine Central:						
Lake Shore & Michigan South'n:						Consolidated Mortgage.....	1,680,600	6	April & Oct.	Boston.	1912	
Sinking Fund Mortgage.....	1,198,000	7	April & Oct.	New York.	1879	\$1,100,000 Loan, tax free.....	756,880	6	Jan. & July.	"	1898	
Consol. Mort. S.F., Regist'd.	6,118,000	7	J. A. J. & O.	"	1900	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	
Consol. Mort. S.F., Coupon.....	8,471,000	7	Jan. & July.	"	1900	1st Mort. (Belfast & Moosehead)	150,000	7*	May & Nov.	Belfast & Bost.	1890	
2d Consol. Mort. for \$25,000,000.	2,529,000	7	June & Dec.	"	1903	1st Mortgage (Portland Ken.)	217,300	6	Jan. and July.	Boston.	1885	
Lake Shore Dividend Bonds.....	1,442,000	7	April & Oct.	"	1903	Consol. (Port. & Kennebec) Loan	1,166,700	6	April & Oct.	"	1885	
Reg. Mort. (Clev., Pain, & Ash.)	1,000,000	7	Jan. & July.	"	1903	2d Mort. (Somerset & Keene)	260,000	6	June & Dec.	"	1876	
3d Mort. (" " "	1,000,000	7	April & Oct.	"	1903	1st Mort. (Leeds & Farngt.)	833,000	6	Jan. & July.	"	1901	
1st Mort. (Mich. So. & Nor. Ind.)	5,286,000	7	May & Nov.	"	1903	Bath (Androscoggin) Loan.....	425,000	6	"	"	1891	
2d Mort. (" " ")	2,682,306	7	"	"		Mansfield and Framing. (B.C. & F.):						
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1903	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1890	
2d Mort. (" " ")	849,000	7	April & Oct.	"	1903	Marietta and Cincinnati:						
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1903	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	
Mort. Bonds (" " ")	300,000	7	March & Sept.	"	1903	1st Mortgage Dollar.....	2,460,000	7	"	Baltimore.	1891	
Mort. Bonds (" " ")	2,850,000	7	April & Oct.	"	1903	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	
1st M. (Det'r., Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1903	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1903	4th Mortgage.....	2,004,000	8	April & Oct.	"	1888	
1st M. (School & Three Rivers)	100,000	8	"	"	1st Mort. (Scioto & Hock. Val.)	360,000	7	May & Nov.	Marietta, Pittsburg & Cleveland:			
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895		
1st M. (Kal. Allegan & Gr. Rap.)	840,000	7	"	"	1st Mortgage (Marq. & Ont.)	1,780,000	8	Jan. & Dec.	"	1892		
1st M. (Jamestown & Franklin)	443,000	7	"	"	1st Mort. (Hought. & Ont.)	2,000,000	8	Jan. & July.	"	1892		
2d M. (" " ")	500,000	7	June & Dec.	"	Consolidated Mortgage.....	1,454,000	8-10	Various				
Lake Shore & Tuscarawas Valley:						Mississippi Valley (C. & P. R.):						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1876	
2d Mortgage for \$1,000,000.....	696,000	7	"	"	1st Mort. (Sinking Fund, tax free)	850,000	6	May & Nov.	"	1885		
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	2d Mortgage.....	150,000	6	June & Dec.	"	1889		
Lake Superior & Mississippi:					1st Mort. (Charleston):							
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost. Ph.	1896	1st Mort. (Sterling).....	1,050,000	7*	Feb. & Aug.	New York.	1892	
2d Mort. skg tax free and cov.	2,201,000	7*	April & Oct.	"	1st Mort. (Dollar).....	2,460,000	7	"	"	"		
Income Bonds.....	3,290,000	10	" "	"	2d Mort. (Dollar).....	2,500,000	7	May & Nov.	"	1896		
Lawrence (P. Ft. W. & Chi.):					3d Mortgage (Dollar).....	3,000,000	8	Jan. & July.	"	1900		
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	4th Mortgage.....	2,004,000	8	May & Nov.	"	1888	
Leavenworth, Atch. & West'n:						1st Mort. (Scioto & Hock. Val.)	360,000	7	May & Nov.	Boston.	1876	
1st Mort. guar. by Pac. of Mo.	500,000	7	April & Oct.	New York.	1899	1st Mort. (Pittsburg & Cleveland):						
Leaven. & Galveston gold.....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	
1st Mort. (K. O. & San. Fe.) guar.	720,000	10	May & Nov.	Boston.	1890	1st Mort. (Marq. & Ont.)	1,780,000	8	Jan. & Dec.	"	1892	
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	Consolidated Mortgage.....	1,454,000	8-10	Various				
Lehigh and Lackawanna:						1st Mort. guaranteed.....	400,000	6*	Jan. & July.	"		
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	1st Mort. (South Bond Div.):						
Lehigh Valley:						1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	1st Mortgage sinking fund conv.	1,508,000	8	"	"	1882	
1st Mortgage (" reg.)	5,000,000	6	"	"	Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902		
2d Mortgage for \$6,000,000.....	6,000,000	7	March & Sept.	"	1st Mort. (Mich. Air Line) ass'd	1,966,000	7	Jan. & July.	"	1890		
General Mort. for \$40,000,000.....	5,000,000	6*	June & Dec.	"	Equipment Bonds for \$800,000..	600,000	8	April & Oct.	N. Y. & Bost.	1883		
Lewisib. Centre & Spruce C. (P. & R.):						Michigan Central:						
1st Mortgage.....	1,545,000	7	May & Nov.	12. Philadelphia.	1902	1st Mortgage, convertible.....	556,000	8	April & Oct.	"		
Lexington & St. Louis (A. & P.):						1st Mortgage, sinking fund conv.	1,508,000	8	"	"		
1st Mortgage gold.....	1,000,000	6*	June & Dec.	New York.	1890	1st Mort. (South Bond Div.):						
Little Miami:						1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	1st Mortgage gold, tax free.....	1,600,000	7*	Feb. & Aug.	New York.	1899	
Street Connection Bonds.....	525,000	6	Jan. & July.	Cincinnati.	1894	1st Mortgage gold, tax free.....	1,160,000	7*	Feb. & Aug.	New York.	1899	
Cincinnati Loan.....	100,000	6	May & Nov.	"	Mifflin and Centre Co. (Pa.):							
Little Rock and Fort Smith:						1st Mortgage.....	200,000	6	May & Nov.	Philadelphia.	1897	
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	1st Mortgage.....	800,000	8	Jan. & July.	New York.	1886	
Land Grant sinking fund.....	3,780,000	7	April & Oct.	New York.	1900	1st Mortgage tax free.....	800,000	8	Jan. & July.	New York.	1889	
Little Rock, Pine Bl. & N. Orleans:						1st Mortgage.....	1,675,000	6*	May & Nov.	London.	1898	
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	1st Mort. Midland of Canada:						
Little Schuykill (Phila. & Rdg.):						1st Mortgage, sterling \$335,000..	1,675,000	6*	May & Nov.	"		
1st Mortgage, Skg. Fd.	769,500	7	Apr. and Oct.	Philadelphia.	1877	Midland Pacific:						
Loganport, Crawf. & Swstn Ind.:						1st Mortgage gold, tax free.....	1,160,000	7*	Feb. & Aug.	New York.	1899	
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	Mifflin and Centre Co. (Pa.):						
Long Island:						1st Mortgage.....	200,000	6	May & Nov.	"		
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	1st Mortgage.....	200,000	7	May & Nov.	"		
1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	Philadelphia.	1890	1st Mortgage tax free.....</td						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				Fees.	When.	Where.	Due.
Minneapolis & St. L. (Nor. Pacific) 1st Mortgage gold, guaranteed..	\$ 700,000	7* Jan. & July.	New York.	1811	...	N.O. Jack. & Co. N. (N.O. St. L. & C.)	\$ 3,000,000	8	Jan. & July.	New York.	1886	...
Minnesota and North Western : 1st Mort. gold, skg fd & tax free	20,000pm	7* Jan. & July.	Detroit.	1890	...	1st Mortgage.....	3,000,000	8	"	"	1890	...
Mississippi Cent. (N.O. St. L. & Chi.) 1st Mortgage.....	1,012,500	7 May & Nov.	New York.	'74-'84	...	2d Mortgage for \$3,000,000.....	1,500,000	8	April & Oct.	"	1912	...
2d Mortgage.....	2,000,000	8 Feb. & Aug.	"	'88	...	Consol. Mort. for \$8,000,000.....	3,000,000	7*	Jan. & July.	"	"	...
General Mort. for \$8,000,000 gold	3,708,500	7* May & Nov.	"	"	...	New Orleans, Mobile and Texas : 1st Mort. (Mobile to N. Orleans).....	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	...
Mississippi, Onchita & Red Riv. : 1st Mortgage gold.....	2,040,000	7* Jan. & July.	.....	1900	...	1st Mort. (N. Orleans to Texas).....	7,250,000	8	"	New York.	1915	...
Mississippi and Tennessee : 1st Mortgage.....	600,000	7 April & Oct.	Memphis.	1876	...	2d Mort. endorsed by Louisiana.....	2,825,000	8	"	"	1915	...
Consolidated Mortgage.....	1,254,000	8 Jan. & July.	"	'91-'93	...	New York, Boston and Montreal : 1st Mortgage for \$12,250,000.....	6,617,500	7*	Feb. & Aug.	N. Y. or Lond.	1908	...
Tennessee State Loan.....	430,547	6	.....	"	...	1st Mort. & Canada (D. & H. C.) : 1st Mort. for £800,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	...
Mississippi Valley and Western : 1st Mortgage \$20,000 p. m.....	800,000	7 Feb. & Aug.	New York.	1902	...	New York Central & Hudson R. : Debt Certificates (N. Y. Cent.).....	5,936,626	6	May & Nov.	New York.	1883	105
Missouri, Iowa and Nebraska : 1st Mortgage gold, sinking fund.....	2,000,000	7* June & Dec.	.....	1st Mort. for debts ass'd (N.Y.C.).....	1,514,000	7	Feb. & Aug.	"	"	1876	1024	
Missouri, Kansas and Texas : 1st Mort. (U.Pac.S. Br.) skg fd fund	3,220,000	6* Jan. & July.	New York.	1899	...	Bonds for B. & N. F. stock (").....	76,000	6	May & Nov.	"	"	1883
1st Mort. (Teb & Neosho) S.F. Consol. Land Grant, skg fd gold	362,000	7* June & Dec.	"	1903	...	Bonds for R.R. Stocks (").....	592,000	6	"	"	"	1883 104
Additional Consol. Mort.	10,418,000	7* Feb. & Aug.	"	1904	59	Bonds for Real Estate (").....	166,000	6	"	"	"	1883 104
Further Add. Consol. Mort.	2,500,000	7* " "	"	1905	...	Bonds of 1864 renewed (").....	2,900,000	6	June & Dec.	"	"	1887 106
Missouri River, Ft. Scott & Gulf : 1st Mortgage, Land Grant, S. F. 1st Mortgage.....	600,000	7 " "	"	1906	...	2d Mort. (Hudson River) S. F.	1,894,000	7	"	"	"	1885 112
2d Mortgage.....	2,000,000	10 Jan. & July.	New York.	1889	55	Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	"	"	1891
Mobile and Girard. 1st Mortgage.....	377,500	7 Jan. & July.	Savannah.	1876	...	1st Mort., coup. for \$30,000,000.....	18,465,000	7	Jan. & July.	"	"	1903 120
2d Mortgage.....	300,000	8 " "	New York.	1889	...	1st Mort. Sterling for £2,000,000.....	9,733,333	6*	"	"	"	London. 1903
Plain bonds.....	33,500	8 " "	Savannah.	1887	...	New York and Harlem : Consolidated Mortgage of 1863.....	103,000	6	Feb. & Aug.	New York.	1893	...
Mobile and Montgomery : 1st Mort. endor. by State of Ala. 2d Mortgage.....	2,424,000	8* May & Nov.	New York.	1900	...	Sinking Fund Mortgage of 1861.....	108,444	7	Jan. & July.	"	"	1881
Mobile and Ohio : 1st Mortgage Sterling.....	800,000	8 " "	"	1900	...	Consol. Mort. of 1872, coupon.....	10,500,000	7	May & Nov.	"	"	1900 113
Interest bonds.....	5,686,000	6* May & Nov.	Mob. & Lond.	1888	...	Consol. Mort. of 1872, reg.	10,500,000	7	"	"	"	1900 113
Sterling Interest bonds.....	1,524,300	8 " "	Mobile.	'76-'83	...	1st Mort. Houstonian & Northern : 1st Mortgage.....	249,000	7*	April & Oct.	New York.	1902	...
Tennessee Substitution Bonds. Special Mort. (Gainesville Br'ha)	769,920	6* " "	London.	1883	...	1st Mort. for \$4,000,000.....	2,500,000	7*	Jan. & July.	New York.	1902	...
2d Mortgage.....	1,688,000	7* Jan. & July.	N.Y. & Lond.	1901	...	New York, Kingston & Syracuse : 1st Mort. N. Haven & Hartford : 1st Mort., (Harlem & Portchester	1,000,000	7	.....	New York.	1903	...
1,455,368	8 May & Nov.	Mobile.	1877	...	New York, Providence & Boston : 1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	...	
Consol. Mort. for \$15,000,000. Convertible 5 per cent. bonds.....	977,550	7 Jan. & July.	N.Y. & Lond.	1904	...	2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	"	1896
Montclair (N. Y. and O. Mid.) : 1st Mortgage gold, guar.....	1,800,000	7* March & Sept.	New York.	...	2d Mortgage non-convertible.....	1,500,000	7	"	"	"	1896	
2d Mortgage.....	780,000	7 " "	...	1st Mort., Equipment.....	3,800,000	7	.....	"	"	"	1896	
Income Mortgage.....	888,400	7 " "	...	Consolidated Mortgage.....	1,200,000	7	.....	"	"	"	1896	
Montgomery and Erie (Erie) : 1st Mortgage.....	127,000	7 May & Nov.	New York.	1888	...	New York, Providence & Boston : 1st Mortgage.....	76,000	6	Feb. & Aug.	New York.	1878	...
2d Mortgage.....	47,000	7 April & Oct.	"	1887	...	Improvement Bonds.....	1'00,000	7	Jan. & July.	"	"	1876
Montgomery and Eufaula : 1st Mortgage end. by Ala. gold. 1st Mortgage not endorsed	1,040,000	8* March & Sept.	New York.	1886	...	Extension Bonds.....	250,000	6	May & Nov.	"	"	1878-81
Monticello and Port Jervis : 1st Mortgage gold, tax free.....	330,000	8 June and Dec.	"	1900	...	General Mort. for \$1,000,000.....	237,000	7	Jan. & July.	"	"	1899
Morris and Essex (D. L. & W.) : 1st Mortgage sinking fund, guar. 2d Mortgage guar.....	500,000	7* J. A. J. & O.	New York.	1890	...	Norfolk & Petersburg (A.M. & O.) : 1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	...
Convertible bonds.....	5,000,000	7 May & Nov.	New York.	1914	117	1st Mortgage.....	157,000	7	"	"	"	1877
Construction bonds.....	384,900	7 Feb. & Aug.	"	1900	101	2d Mortgage.....	488,000	8	"	"	"	1893
Gen'l M. (1st on Bonton Br.) gr. Special Mortgage.....	573,000	7 Feb. and Aug.	"	1889	103	North Carolina : 1st Mortgage.....	375,000	8	May & Nov.	Co's Shops, NC.	1878	...
Special Mort. for \$25,000,000 guar. Consol. mort. for \$30,000,000	4,821,000	7 April & Oct.	"	1901	102	1st Mort. (S. Car.) : 1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	...
Nashville, Chattanooga & St. Louis : 1st Mort. endorsed by Tenn....	1,000,000	7 Jan. & July.	New York.	'74-'83	...	2d Mortgage.....	226,600	8	"	"	"	1899
2d Mort. (Held y U. S. Gov.) New Mortgage.....	4,000,000	4 " "	"	'81-'91	...	North Missouri (St. L. K. C. & N.) : 1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1896	96
Nashville and Decatur (L. & Nash.) : 1st Mortgage sinking fund, guar. 2d Mortgage gold.....	2,000,000	7* April & Oct.	Nashville.	1887	...	North Pennsylvania : 1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	184
Nashua and Lowell : Bonds for freight depot.....	206,000	6* " "	Boston.	1892	...	2d Mortgage.....	1,500,000	7	May & Nov.	"	"	1896 109
Newark & New York (C. of N.J.) : 1st Mortgage guar.....	200,000	6* Feb. & Aug.	Boston.	1892	...	Chattel Mortgage.....	360,000	10	April & Oct.	"	"	1877 103
Newark, Somerset & Strataville : 1st Mortgage gold.....	280,000	7 Jan. & July.	New York.	1891	...	General Mortgage.....	2,035,000	7	Jan. & July.	"	"	1903 107
New Bedford : 1st Mort. (New Bed. & Taunton) New Issue for \$300,000.....	171,500	6 Jan. & July.	Boston.	1881	98	North Shore (Fitch, N.S. & Cent.) : 1st Mortgage.....	163,000	7	Feb. & Aug.	New York.	1887	...
New Haven and Derby : 1st Mortgage.....	400,000	7 " "	"	1894	105	Northern Central : 1st Mortgage, Md. State loan.....	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	...
New H., Middlet'n & Willim.: 1st Mortgage (soup. & reg.) 2d Mortgage.....	525,000	7 Various.	New Haven.	'98-'00	...	2d Mortgage, S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	105
New Haven and Northampton : 1st Mortgage.....	3,000,000	7 May & Nov.	New York.	1889	...	3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	101
Convertible bonds, tax free.....	2,000,000	7 " "	"	1881	...	3d Mort. (York & Cumb.) guar. Income conv. coupon.....	500,000	6	Jan. & July.	Baltimore.	1877	1024
Holyoke and Westfield bonds. New Jersey Midland (N.Y. & C.) : 1st Mortgage gold, guar.....	750,000	6 April & Oct.	"	1880	...	3d Mort., assumed by B. and O. Consol. Mort. coupon.....	1,000,000	7	April & Oct.	Harrisburg.	1880	...
2d Mortgage.....	200,000	7 " "	"	1891	...	3d Mort., registered.....	2,599,000	6	"	Baltimore.	1900	103
New Haven and Northampton : 1st Mortgage.....	1,000,000	7 Jan. & July.	N.Y. & N.H.	1899	...	Consol. General Mort. S. F. : Northern New Jersey (Erie) : 1st Mortgage skg fd guar.....	2,964,000	6	Jan. & July.	Lond. & Balt.	1904	...
Convertible bonds, tax free.....	750,000	6 April & Oct.	"	'80-'82	...	1st Mort. on R.R. & lands gold.....	400,000	7	Jan. & July.	Jersey City.	1878	...
Holyoke and Westfield bonds. 2d Mortgage.....	200,000	7 " "	"	1891	...	Northwestern Virginia : 1st Mort., assumed by B. and O. Construction Bonds.....	3,500,000	7	Jan. & July.	New York.	1890	...
New Jersey Midland (N.Y. & C.) : 1st Mortgage gold, guar.....	3,000,000	7 Feb. & Aug.	New York.	1895	...	Nyack and Northern : 1st Mortgage.....	150,000	7	Jan. & July.	Boston.	1877	...
2d Mortgage.....	1,500,000	7 " "	"	1881	...	Odensburg and Lake Champlain : 1st Mort. Mass. Loan, skg. fd. Equipment Mortgage.....	400,000	6	Jan. & July.	"	"	1877
New Jersey and New York : 1st Mortgage.....	500,000	7* March & Sept.	N.Y. or Lond.	1893	...	Equipment Mortgage.....	300,000	8	Jan. & July.	Boston.	1878	95
New Jersey Southern : 1st Mortgage.....	2,000,000	7 May & Nov.	New York.	1889	20	Equipment Mortgage.....	200,000	8	Jan. & July.	"	"	1879 95
1st Mort. (Tom's River Branch) 2d Mortgage.....	120,000	8 April & Oct.	"	1888	...	Debtenture Sinking Fund Bonds.....	174,000	7	Jan. & July.	New York.	1882	...
Consol. Mort. for \$7,000,000. Income Mortgage.....	1,000,000	7 March & Sept.	"	1881	...	1st Mort. (Springfield Division) Oil Creek and Allegheny River : 1st Mortgage (O. C. R. R.).....	140,000	7	May & Nov.	New York.	1883	...
5,300,000	7 April & Oct.	"	"	1893	...	1st Mort. (Warren & L.).....	1,915,000	7	May & Nov.	"	"	1905 80
750,000	7 " "	"	"	1881	...	1st Mort. (Union & Titusville).....	580,000	7	April & Oct.	Philadelphia.	1896	76
New Jersey West Line : 1st Mort. gold, for \$3,000,000....	3,000,000	7 May & Nov.	New York.	1890	...	1st Mort. (Warren & L.).....	1,500,000	7	April & Oct.	"	"	1892
New London Northern (Oen. Vt.) : 1st Mortgage.....	30,000	6 April & Oct.	New York.	1885	...	1st Mort. (Union & Titusville).....	500,000	7	Jan. & July.	"	"	1890 50
2d Mortgage.....	50,000	7 June and Dec.	"	1892	...	Consolidated Mortgage.....	1,100,000	7	Feb. & Aug.	"	"	1896 65

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Old Colony:	\$										
Plain Bonds	1,000,000	6	March & Sept.	Boston.	1896	105 ¹	Philadelphia, Wilmington & Balt.	\$			
Plain Bonds	32,000	5	" "	"	1894	99 ¹	Mortgage Loan, convertible	290,000	6	Jan. & July.	Phil. & Balt.
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101 ¹	Loan of 1866	161,000	6	April & Oct.	"
New Bonds for \$3,000,000.	1,692,000	7	March & Sept.	"	1894	111	Loan of 1867	1,000,000	6	"	"
Cape Cod Railroad Bonds	265,500	7	Feb. and Aug.	"	1881	105 ¹	Loan of 1872	200,000	6	"	"
Omaha and Northwestern:							Loan of 1875	639,000	6	"	"
1st Mort. Land Grant, Gold	16,000 p.m.	7 ²	Jan. & July.	New York.	1901	....	Pickerling Valley (Phila. & Rdg.)	331,300	7	April & Oct.	Philadelphia.
Omaha and Southwestern:							1st Mortgage, guaranteed	1,000	....	
1st Mortgage \$20,000 p.m.	1,034,000	8	June & Dec.	Boston.	1896	95	Pittsburg, Cin. & St. Louis (Pa.):	775,000	7	Jan. & July.	Philadelphia.
Orange, Alex. and Manassas—							1st Mort. (Col. & Newark Div.)	3,000,000	6	Monthly.	New York.
See Wash. C., Va. Mid. & Gt. So.							1st Mort. (Steub. & Ind. conv.)	6,222,000	7	Feb. & Aug.	Philadelphia.
Oregon and California:							Consolidated 2d Mortgage	6,000,000	7	April & Oct.	"
1st Mortgage gold	10,950,000	7 ³	April & Oct.	New York.	....		Pittsburg, Ft. Wayne & Chicago:	875,000	7	Jan. & July.	New York.
Osage Valley & Southern Kansas:							1st Mortgage (Series A.)	275,000	7	Feb. & Aug.	"
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series B.)	275,000	7	March & Sept.	"
Oshkosh & Miss. (C. M. & S. P.):							1st Mortgage (Series C.)	275,000	7	April & Oct.	"
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series D.)	275,000	7	May & Nov.	"
Oswego and Rome (R. W. & O.):							1st Mortgage (Series E.)	275,000	7	June & Dec.	"
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....	2d Mortgage (Series F.)	275,000	7	Jan. & July.	"
Income Mortgage	112,100	6	Feb. & Aug.	"	1891	....	2d Mortgage (Series G.)	260,000	7	Feb. & Aug.	"
Oswego and Syracuse (D. L. & W.):							2d Mortgage (Series H.)	260,000	7	March & Sept.	"
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series I.)	260,000	7	April & Oct.	"
Ottawa, Oswego & Fox River:							2d Mortgage (Series K.)	260,000	7	May & Nov.	"
1st Mortgage guar. by C. B. & Q.	1,131,000	8	Jan. & July.	N.Y. & Bost.	1900	106	2d Mortgage (Series L.)	260,000	7	June & Dec.	"
Owensboro' and Russellville:							2d Mortgage (Series M.)	2,000,000	7	April & Oct.	"
1st Mortgage for \$1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....	Construction bonds of Jan. 1, 70	100,000	7	Jan. & July.	New York.
Pacific of Missouri (Atl. & Pac.):							Equipment bonds	1,000,000	8	March & Sept.	"
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	94 ¹	Pittsburg, Va. and Charleston:	700,000	7	April & Oct.	New York.
2d Mortgage sinking fund	2,304,000	7	Jan. & July.	"	1891	93	1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.
Income Bonds	1,500,000	7	Mar. and Sept.	"	1892	....	2d Mort. (Balt. & Conn. I'slve):	5,000,000	6	May & Nov.	"
St. Louis County Debt	700,000	7	Monthly.	St. Louis.	1885	....	1st Mort. (Turtle Cr. Div. 10 m.)	400,000	6	Feb. & Aug.	Pittsburg.
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....	Real Estate Mortgage	100,000	6	.....	Baltimore.
1st Mort. (Carondelet Branch)	500,000	6*	April & Oct.	"	1893	....	Plymouth, Kankakee & Pacific:	20,000 pm	7	Jan. & July.	New York.
1st Mort. (Leav. Atch. & N.W.):							1st Mortgage for \$3,600,000	20,000	7	May & Nov.	"
1st Mort. (Lex. & St. Louis) gold	500,000	7	" "	"	1899	....	Port Huron and Lake Michigan:	1,800,000	7	May & Nov.	New York.
Paducah and Memphis:							1st Mortgage gold, for \$1,800,000	800,000	6*	Jan. & July.	Boston.
1st Mortgage gold for \$2,805,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	....	Portland & Ogden (Me. & N.H.):	149,000	6*	May & Nov.	"
Panama:							1st Mort. (Maine Section) gold	1,200,000	6*	May & Nov.	N.Y. & Bost.
General Mortgage, stg £507,800	2,889,330	7*	April & Oct.	London.	1897	....	Consol. Mort. gold, for \$3,300,000	250,000	6	Jan. & July.	Portland.
Paris and Decatur:							1st Mortgage of 1863	2,000,000	7*	May & Nov.	"
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....	Portland and Rochester:	700,000	6	Jan. & July.	Boston.
Paterson and Newark (Erie):							1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	"
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....	1st Mortgage (equal lien)	100,000	7	April & Oct.	"
Pekin, Linc. & Decatur (T.W. & W.):							2d Mort. (Portland Loan)	386,500	6	Mar. & Sept.	"
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	60	Port Royal (S. C.):	2,000,000	7*	May & Nov.	N.Y. & Lond.
Pemberton & Hights (U.C. of NJ):							1st Mortgage gold, skg f'd	500,000	7	May & Nov.	"
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	100	1st Mort. gold, guar. by Ga. R. R.	500,000	7	May & Nov.	"
Peninsular (Mich.) Railway:							Portsmouth, Gt. Falls & Conway:	514,000	7	June and Dec.	Boston.
1st Mortgage gold (S. F.) 1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	....	1st Mort. (Eastern R.R.):	1,000,000	7*	May & Nov.	Philadelphia.
1st Mortgage gold (S. F.) 2d series	979,000	7*	" "	"	1900	....	1st Mortgage gold, for \$2,300,000	1,200,000	6*	May & Nov.	"
Pennsylvania:							Portland and Oxford Central:	250,000	6	Jan. & July.	Portland.
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1890	102	1st Mort. and Rochester:	700,000	6	Jan. & July.	Boston.
General Mortgage	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	104 ¹	1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	"
General Mortgage, registered							1st Mortgage (equal lien)	100,000	7	April & Oct.	"
Consolidated Mortgage	29,250,000	6*	Jan. & July.	London.	1905	99 ¹	2d Mort. (Portland Loan)	386,500	6	Mar. & Sept.	"
Consolidated Lien for \$7,500,000, skg f'd	5,007,360	6	April & Oct.	Philadelphia.	'75-'90	....	Port Royal (S. C.):	2,000,000	7*	May & Nov.	N.Y. & Lond.
Pennsylvania Coal:							1st Mortgage gold, skg f'd	2,000,000	7*	May & Nov.	"
Pennsylvania and Delaware:							1st Mort. gold, guar. by Ga. R. R.	500,000	7	May & Nov.	"
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	Portsmouth, Gt. Falls & Conway:	514,000	7	June and Dec.	Boston.
2d Mortgage	519,000	7	April & Oct.	"	1903	....	1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.
Pennsylvania & New York (L.V.):							1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	"
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	111	1st Mort. (Glenn's Falls)...	125,000	7	Jan. & July.	Boston.
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....	Consol. Mort. for \$2,000,000	1,925,000	7	May and Nov.	"
Peoria & Bureau Val (C.R.I. & P.):							Richmond and Danville:	300,000	7	Jan. & July.	Troy.
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....	2d Mortgage	150,000	7	"	"
Peoria & Hannibal (C. B. & Q.):							3d Mortgage	400,000	7	March & Sept.	New York.
1st Mortgage, traffic guaranteed	1,571,000	8	Jan. & July.	Boston.	1878	101	1st Mort. (Saratoga & Whitehall)	500,000	7	May and Nov.	"
Peoria, Pekin and Jacksonville:							1st Mort. (Troy, Salem & Rutl.)	125,000	7	Jan. & July.	"
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....	1st Mort. (Glenn's Falls)...	125,000	7	Jan. & July.	"
2d Mort. conv. and tax free	1,000,000	7	April & Oct.	"	1900	....	Consol. Mort. for \$2,000,000	1,925,000	7	May and Nov.	"
Peoria and Rock Island:							Richmond and Danville:	600,000	6	Jan. & July.	Richmond.
1st Mort. gold, conv. & tax free	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....	Virginia State Loan, skg fund	157,800	6	"	"
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	....	1st Mort. (Piedmont Branch)	500,000	8	.....	"
Perkiomen (Phila. and Rdg.):							1st Mort. (Northwestern, N.C.)	500,000	6	April & Oct.	N.Y. or Rich.
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	65	Consolidated Mortgage	1,766,000	6	May and Nov.	New York.
Petersburg:							Richmond, Fredericksburg & Potomac:	67,777	6	Jan. & July.	London.
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'93	....	Sterling Loan	175,428	7	"	Richmond.
2d Mortgage	500,000	8	" "	"	1903	....	Dollar Loan	295,500	8	"	"
Philadelphia and Baltimore Cent.:							Dollar Loan	124,489	6	various	"
1st Mortgage (Penn. Div. 36 ¹ / ₂ m.):	800,000	7	Jan. & July.	Philadelphia.	1879	....	Dollar Loan	9,000,000	7*	Feb. & Aug.	N.Y. & Lond.
1st Mortgage (Md. Div. 94 m.):	300,000	8	" "	"	1891	....	1st Mort. tax free	799,900	7	March & Sept.	New York.
2d Mortgage (Pa. & Md. 46 m.):	400,000	7	Jan. & July.	"	1890	....	1st Mort. (W. & R. Skg Fund)	480,000	7	Jan. & July.	"
Philadelphia and Erie (Penn.):							2d Mortgage	1,050,500	7	June & Dec.	"
1st Mort. (Sunbury & Erie 40m):	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	102 ¹	General Mort. S. F.	1,000,000	7	May and Nov.	"
1st Mortgage	5,000,000	6	" "	"	1881	103	Consol. Mort. conv. till 1879	3,000,000	7	Apr. and Oct.	"
2d Mortgage	3,000,000	7	Jan. & July.	Phil. or Lond.	1893	97 ¹	Equipment Mortgage, tax free	500,000	7	May and Nov.	Boston.
General Mort. for \$20,000,000...	7,652,000	6*	" "	"	1893	....	Equipment Mortgage	500,000	8	March & Sept.	"
Philadelphia and Reading:							Equipment Mortgage	1,500,000	8	May and Nov.	"
Loan of 1868, debenture	1,138,400	6	Jan. & July.	Philadelphia.	1893	65	General Mort.	1,500,000	8	May and Nov.	"
Mort. Loans of 1843-44-45 & 49.	1,510,500	5	" "	"	1890	103 ¹	General Mort.	1,500,000	8	May and Nov.	"
Mortgage Loan of 1868	2,700,000	7	Apr. and Oct.	"	1893	104 ¹	General Mort.	1,500,000	8	May and Nov.	"
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....	General Mort.	1,500,000	8	May and Nov.	"
Mortgage Loan of 1834 stg	967,200	6*	" "	"	1880	....	General Mort.	1,500,000	8	May and Nov.	"
Mortgage Loan of 1836 stg	134,400	7*	" "	"	1877	....	General Mort.	1,500,000	8	May and Nov.	"
Dollar coupon	2,300,000	7	June & Dec.	Philadelphia.	1911	100 ¹	General Mort.	1,50			

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where	Due.				When.	Where.	Due.
Saginaw Valley and St. Louis:	0					South Carolina:	0				
1st Mortgage.....	\$40,000	8	May & Nov.	Saginaw.	1892	1st Mortgage Sterling.....	1,486,333	5*	Jan. & July.	London.	'82-'88
Saint Croix and Penobscot:						1st Mortgage (L.) currency.....	8 7,000	7	" "	New York.	'82-'88
1st Mort. (Cal. & Barling).....	95,200	6	Jan. & July.	Calais, Me.	1879	2d Mort. for \$3,000,000.....	615,500	7	April & Oct.	" "	1902
2d Mort. (" ").....	17,500	6	" "	"	1879	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874
Calais Loan (Lewey's Island).....	115,000	6	June & Dec.	"	1876	Domestic (I) Bonds.....	1,296,500	7	April & Oct.	" "	1891
St. Joseph & Denver City:						Domestic (K) Bonds.....	75,000	6	Jan. & July.	" "	'80-'92
1st Mort. (E. D.) gold tax free..	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1890	South Georgia and Florida:					
1st M. (W. D.) land grant, g'd tax fr.	5,500,000	8*	" "	"	1900	1st Mort. assumed by Atl. & Gulf.....	464,000	7	May & Nov.	New York.	1888
St. Joseph and St. Louis:						2d Mort. " "	200,000	7	" "	" "	1889
1st Mortgage.....						South Mountain Iron (Cumb. Val.):					
St. Louis, Alton and Terre Haute:	1,600,000	6	May & Nov.	New York	1893	1st Mortgage guarantee.....	200,000	6	June & Dec.	Philadelphia.	1888
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York	1894	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	" "	1884
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	"	1894	South and North Alabama:					
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	1st Mort., endor by Ala. gold.....	391,000	8*	Jan. & July.	New York.	1890
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	Sterling Mort., guar. by L. & N.	£1,03,000	6*	May & Nov.	London.	---
2d Mortgage Income (Series E)	1,700,000	7	" "	"	1894	South Pacific (Atl. and Pac.)					
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	1st Mortgage gold, assumed.....	7,183,500	6*	Jan. & July.	New York.	1888 69
St. Louis, Iron Mt. and Southern:						1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston	'80-'81 99
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York	1892	South Side, Va. (A. M. and O.):					
2d Mort. (" ")	6,000,000	7*	May & Nov.	"	1897	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90
1st Mort. L.G. (Arkansas Br'g)	2,500,000	7*	June & Dec.	"	1897	2d preferred bonds.....	621,000	6	" "	" "	'84-'90
1st Mort. (Cairo, Ark. & Tex.)	1,500,000	7*	" "	"	1897	3d preferred bonds.....	452,800	6	" "	" "	'84-'90
Cohsolidated Mortgage.....	1,500,000	7	" "	"	1899	Southern Central (N.Y.):					
St. Louis, Jacksonville & Chicago:						1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1899
1st Mortgage.....						2d Mortgage.....	600,000	7*	March & Sept.	" "	1882 108
2d Mortgage.....	2,029,000	7	April & Oct.	New York.	1894	Southern Iowa and Cedar Rapids:					
St. Louis, Kansas City & North:	548,000	7	Jan. & July.	"	1898	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900
1st Mortgage (North Missouri):	6,000,000	7	Jan. & July.	New York.	1895	2d Mort.	750,000	7	March & Sept.	New York.	1887
Real estate & 2d M. for \$3,000,000	993,000	7	March & Sept.	"	1899	2d Mort., Sink. Fund.....	1,500,000	7	May & Nov.	" "	80
St. Louis, Lawrence and Denver:						Southern Minnesota:					
1st Mort. guar. by Atl. and Pac.						1st Mortgage land grant tax free.....	3,240,000	8	Apl. & Oct.	New York.	'78-'88
St. Louis and South Eastern:						2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	" "	1890
1st Mort. gold skg fund conv....	2,207,000	7	May & Nov.	New York.	1894	Southern (Cal.) Pacific:					
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	" "	"	1896	1st Mortgage for \$28,000,000.....	11,000,000	6*	April & Oct.	New York.	---
1st Mort. (Evans, Hoen & Nash.)	1,000,000	7	Jan. & July.	"	1897	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1892	2d Mortgage gold.....	88,000	7*	" "	" "	1880
St. Louis, Vand. T. H. (T.H.L.):						Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86
1st Mortgage, guaranteed.....	1,399,000	7	Jan. & July.	New York.	1897	1st Mortgage (Muscogee) conv.....	300,000	7	" "	" "	'72-'76
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	Spartanburg and Union:					
2d Mortgage (B.) convertible.....	1,000,000	7	" "	"	1898	1st Mortgage end. by S. Car ..	350,000	7	Jan. & July.	Charleston.	1879
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	1st Mortgage not endorsed.....	198,370	7	" "	" "	1879
St. Paul and Iowa Southwestern:						Springfield, Athol & Northeastern:					
1st Mortgage.....	4,500,000	7*	May & Nov.	.....	1903	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91
St. Paul and Pacific 1st Division:						Springfield & Illinois S. Eastern:					
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1899
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	"	1892	2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	" "	1900
2d Mort. (do.) & 1st land gr.	1,146,750	7	June & Dec.	"	1892	Springfield and Northwestern:					
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	.....	1st Mortgage gold, skg fund.....	500,000	7*	Feb. & Aug.	New York.	1901
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	1892	2d Mortgage gold, skg fund.....	250,000	6	Feb. & Aug.	" "	1881
General Mortgage for \$15,000,000	.....	7*	" "	"	1892	1st Mortgage gold, skg fund.....	1,000,000	7	May & Nov.	New York.	1886
St. Paul, Stillwater & Taylor's F.:						Summit Branch:					
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	1st Mortgage.....	600,000	7	Jan. & July.	N.Y. Boat Ph.	1904 86
Salem (West Jersey):						1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886 56
1st Mortgage, guar.....						1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887 48
Salem and Lowell (B. & L.):						Sullivan (Central Verm.):					
1st Mortgage.....	226,900	8	Feb. & Aug.	Boston.	1878	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	2d Mortgage.....	250,000	6	Feb. & Aug.	" "	1881
Baratoga & Whitehall (R. & S.):						Sullivan and Erie:					
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886
Savannah, Albany & Gulf (A & G):						1st Mortgage.....	600,000	7	Jan. & July.	N.Y. Boat Ph.	1904
Sectional Mort.:						1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886
Savannah and Charleston:						1st Mort.					
1st Mortgage (Sav. & Char.):	500,000	7	Jan. & July.	New York.	1880	1st Mort.	1,200,000	7*	April & Oct.	Philadelphia.	1890
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	1st Mort. gold.....	200,000	6*	" "	" "	1891
Funded Interest bonds, guar.....	111,800	7	" "	New York.	1889	Income Mort. gold.....					
Savannah, Griffin & North Ala.:						Susanna, Bridge & Erie Junc. (E.):					
1st Mortgage for \$500,000 guar.....	152,000	7	Jan. & July.	Macon.	1891	1st Mortgage.....	1,000,000	7	May & Nov.	New York.	1886
Savannah and Memphis:						1st Mortgage.....	800,000	7	April & Oct.	New York.	---
1st Mort. gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	Bonds of 1873 for \$1,800,000.....	516,000	7	" "	" "	1894
Schenectady & Susq. (D. & H. Can.):						Texas and Pacific:					
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	1st Mortgage S. F. Gold.....	40,000pm	6	June & Dec.	N.Y. or Lond.	1912
Schoolcraft & Three R. (L.S. & MS.):						1st Mortgage.....	1,350,000	7	Jan. and July.	.....	1906 65
1st Mort.	100,000	8	Jan. & July.	New York.	1887	1st Mortgage.....	1,600,000	7	June & Dec.	New York.	1894 90
Seaboard and Roanoke:						1st Mortgage (Eastern Div.):	1,800,000	7	Feb. and Aug.	" "	1896 86
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	2d Mort. conv. (").....	1,300,000	7	April & Oct.	" "	1879 69
Selma and Gulf:						Equipment Mort. sinking fund.....	94,000	7	Jan. & July.	" "	1879
1st Mort. (guar. by Ala.):	1,388,000	8	April & Oct.	New York.	1890	Consol. Mort. for \$6,200,000.....	1,500,000	7*	May & Nov.	" "	1910 46
Selma, Marion and Memphis:						1st Mort. (Bur. Branch).....	250,000	7	June & Dec.	New York.	1903
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	1st Mort. (Toledo and Wabash).....	900,000	7	Feb. and Aug.	" "	1878
Selma, Rome and Dalton:						1st Mort. (Toledo, and Illinois).....	2,500,000	7	" "	" "	1890 104
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	1st Mort. (L.Erie, Wab. & St.L.).....	2,500,000	7	" "	" "	1890 104
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	1st Mort. (Gt. West. Ryw. of '59).....	2,500,000	7	" "	" "	1898 100
Equipment Mortgage.....	230,000	10	" "	"	1891	1st Mort. (Quincy and Toledo).....	500,000	7	May & Nov.	" "	1860 65
Shamokin Valley & Pottav. (N.C.):						1st Mort. (Ills. & South'n Iowa).....	300,000	7	Feb. and Aug.	" "	1882 65
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	1st Mort. (Decatr. & East St. L.).....	2,700,000	7	F. M. A. & N.	" "	1889 78
Sheboygan and Fond du Lac:						2d Mort. (Toledo and Wabash).....	1,000,000	7	May & Nov.	" "	1878 70
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	2d Mort. (Wabash & Western).....	1,500,000	7	" "	" "	1878 70
1st Mortgage extension.....	694,000	8	April & Oct.	"	1890	2d Mort. (Gt. West. Ryw. of '59).....	2,500,000	7	" "	" "	1893 69
Shenango and Allegheny:						Equipment (Toledo & Wabash).....	600,000	7	May & Nov.	" "	1883 22
1st Mortgage for \$1,000,000.....	795,000	7	April & Oct.	New York.	1889	Consol. S. F. 1st Mortgage.....	2,610,000	7	F. M. A. & N.	" "	1907 55
hopaung Valley (Ct.):						Consol. 2d mort. gold.....	2,180,000	7*	Feb. and Aug.	" "	1893
1st Mortgage.....	400,000	7	April & Oct.	New York.	1891	1st Mortgage.....	250,000	7	Feb. and Aug.	New York.	1902
3d Mortgage.....	300,000	7	Jan. & July.	"	1892	1st Mortgage.....	250,000	7	Feb. and Aug.	New York.	1902
Shore Line (N. Y., N. H. & Hart.):						1st Mortgage.....	250,000	7	Feb. and Aug.	New York.	1902
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	1st Mortgage.....	250,000	7	Feb. and Aug.	" "	1902
Sioux City and St. Paul:						1st Mort. (Gr. Rap. and Ind.).....	250,000				

AMERICAN RAILROAD BOND LIST.

The Letter (G) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.			Description of Bonds.	Amount.	Rate	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
Troy & Bennington (T. & B.):	\$					Western Maryland:	\$					
1st Mortgage skg fund, guar.	69,700	7	Jan. & July.	Troy.	1878	1st Mortgage unendorsed.	400,000	6	Jan. and July.	Baltimore,	1880	
Troy and Boston.						1st Mort. endor. by Balt.	200,000	6	"	"	1880	
1st Mortgage.	300,000	7	Jan. & July.	New York.	1887	2d Mort. "	200,000	6	"	"	1880	
2d Mortgage.	300,000	7	April & Oct.	" "	1885	2d Mort. endor. by Wash. Co.	300,000	6	"	"	1880	
3d Mortgage.	650,000	7	May and Nov.	" "	1875	2d Mortgage preferred.	600,000	6	"	"	1885	
Convertible Bonds.	648,000	7	" "	"	1882	3d Mortgage endor. by Balt.	875,000	6	"	"	1900	
Troy, Salem & Rutland(R.R. & Sar.):						4th Mortgage.	1,000,000	6	"	"	1900	
1st Mortgage, guaranteed.	500,000	7	May and Nov.	New York.	1890	Western Pacific (Cen. Pac.):	2,735,000	6	Jan. and July.	New York.	1880	
Troy Union (and Dépot):	680,000	6	Jan. & July.	New York.	1878	1st Mort., assumed.	800,000	6	Apr. and Oct.	Philadelphia.	1885	
1st Mortgage, guaranteed.						1st Mortgage.	1,000,000	6	Jan. and July.	"	1885	
Tuckerton:						1st Mortgage (Pittsbg. Branch).	1,200,000	7	"	"	1885	
1st Mortgage.	408,000	7	April & Oct.	Philadelphia.	1901	General Mortgage.						
Union Pacific:						Western Union (Chi., M. & St. P.):	1st Mortgage for \$5,000,000.	3,500,000	7	Jan. and July.	New York.	1886
1st Mortgage gold, tax free.	27,236,000	6	Jan. & July.	N. Y. & Bost.	96-'99	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1888	
1st Mort. Land Grant.	7,632,000	7	Apr. and Oct.	" "	100	1st Mortgage.	1,000,000	6	Jan. and July.	"	1890	
2d Mortgage (Gov. subsidy).	27,236,512	6	Jan. & July.	U.S. Treasury.	96-'99	1st Mortgage (Salom) guar.	100,000	6	"	Philadelphia.	1875	
3d Mortgage Sinking Fund.	14,400,000	8	March & Sept.	New York.	1894	1st Mort. (Swedesboro') guar.	200,000	6	June & Dec.	Camden.	1885	
Omaha Bridge B'ds, stg £500,000	2,500,000	8	Apr. and Oct.	London.	1896	2d Mort. (Cape May & Millville) Consolidated Mortgage.	500,000	7	Apr. and Oct.	"	1890	
Union Pacific (Central Div.):						West Jersey:	1,000,000	7	"	"	1877	
1st Mortgage gold, tax free.	1,000,000	6	May and Nov.	New York.	1895	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1888	
2d Mortgage (Gov. subsidy).	1,600,000	6	Jan. & July.	U.S. Treasury.	96-7-8	1st Mortgage.	1,000,000	6	Jan. and July.	"	1890	
Union Pacific, S. Br. (M.K. & T.):						1st Mortgage (Salom) guar.	100,000	6	"	Philadelphia.	1875	
1st Mortgage gold, skg fund.	3,220,000	6	Jan. & July.	New York.	1899	1st Mort. (Swedesboro') guar.	200,000	6	June & Dec.	Camden.	1885	
Union & Titusville(O.C. & A. Riv.):						2d Mort. (Cape May & Millville) Consolidated Mortgage.	500,000	7	"	"	1890	
1st Mortgage.	500,000	7	Jan. & July.	New York.	1890	West Wisconsin:	8,900,000	7	Jan. and July.	N. Y. or Lond.	1887	
United N. J. R. R. & Canal Cos.:						1st Mort. land gr. gold skg fund	640,000	7	"	"	1902	
Loan of 1901 (United Companys):	3,000,000	6	March & Sept.	Philadelphia.	1901	1st Mort. (Southern Extension).						
Sterling Loan £369,200 (U. Co's)	1,848,000	6	"	London.	1894	White Water Valley:	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	
Sterling Loan £360,000 ("")	1,800,000	6	"	"		1st Mortgage.	200,000	6	Jan. and July.	New York.	1888	
Loan of 1894 Sk. Fund ("")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	Williamston and Tarboro:	350,000	8	May and Nov.	New York.	1900	
Loan of 1888 (United Compa's):	154,000	6	Feb. and Aug.	"	1st Mortgage.	3,800,000	7	June & Dec.	Baltimore.	1900		
Bond to State of N. Jer. (U.C.o's)	500,000	7	(Due 90 days after demand.)	"	Wilmington and Reading:	1,200,000	7	Apr. and Oct.	Philadelphia.	1900		
Sterling S.F. £262,000 (C. & Am.):	1,810,000	6	Feb. and Aug.	London.	1880	1st Mortgage.	1,700,000	7	Jan. and July.	"	1902	
Loan of 1883(Camden & Amb'y)	1,760,000	6	"	Philadelphia.	1883	Wilmingtn and Weldon:	648,700	6	Jan. and July.	London.	1881	
Loan of 1889 ("")	868,000	6	June & Dec.	Princeton.	1889	Sterling Bonds.	221,400	7	May and Nov.	"	1886	
Mortg. Loan ("")	5,000,000	6	May and Nov.	Philadelphia.	1889	Sinking Fund gold, Bonds.	749,000	7	Jan. and July.	New York.	1900	
Loan of '78 (N.J. R.R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1873	Wilmingtn and Western (Del.):	500,000	7	J. A. J. & O.	Phil. & Wilm.	1892	
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)		1st Mortgage.	2,750,000	7	Jan. and July.	New York.	1887	
Utah Central:						1st Mortgage \$20,000 p.m.	1,650,000	7	May and Nov.	"	1907	
1st Mortgage.	1,000,000	6	Jan. & July.	Salt Lake City.	1890	2d Mortgage \$12,000 p.m.	4,875,000	7	June & Dec.	"	1900	
Utah Southern:						Extension mortgage bonds.						
1st Mortgage.	600,000	7	Jan. & July.	Salt Lake City.	1891	Wisconsin Central:	4,618,500	7	Jan. and July.	Boston.	1901	
Utica and Black River:						1st Mort. L. G. Gold S. F. \$25,000pm						
1st Mortgage.	200,000	7	Jan. & July.	N. Y. & Utica.	1878	Worcester (Md.):	210,000	8	Jan. and July.	Baltimore.	1891	
Bonds of 1871 (2d issue).	575,000	7	"	"		1st Mortgage.	125,000	7	Jan. and July.	Boston.	1881	
Utica, Ithaca and Elmira:						Plain Bonds.	185,300	6	Various.	"	1881-87	
1st Mortgage, Sterling.	1,500,000	7	Jan. & July.	London.	1902	Plain Bonds.	250,000	7	Apr. and Oct.	"	1893	
Vermont Cent.—See Central Vt.						CANAL BONDS.						
Vermont and Massachusetts:						Chesapeake and Delaware:	1,993,750	6	Jan. and July.	Philadelphia.	1886	
1st Mortgage sinking fund.	550,000	6	Jan. and July.	Boston.	1883	1st Mortgage sinking fund.	4,375,000	5	J. A. J. & O.	London.	1890	
Convertible bonds, tax free.	200,000	7	"	"		Preferred Bonds (next lien).	1,699,500	6	Jan. and July.	Baltimore.	1885	
Convertible bonds.	150,000	7	"	"		Delaware Division (L.C. & N.):	800,000	6	Jan. & July.	Philadelphia.	1878	
Vicksburg and Meridian:						1st Mort. (1st series, Nov. 1, '67 regis. (2d series, July 1, 1860 tered. (3d series, Jan. 1, 1871 Coupon bonds of 1874-75.	1,520,000	7	May and Nov.	New York.	1871	
1st series (red.).	717,500	7	Jan. and July.	Philadelphia.	1890	2,500,000	7	Jan. and July.	"	1884		
General 2d series (blue.).	550,000	7	"	"		3,500,000	7	"	"	1891		
Mortg. 3d series (black.).	138,000	7	"	"		Registered bonds of 1874-75.	2,000,000	7	"	"	1894	
4th series (not end.).	1,141,700	7	Apr. and Oct.	"		Lehigh Coal and Navigation:	702,770	6	June & Dec.	Philadelphia.	1877	
Special Loan 1871.	213,000	8	Jan. and July.	"		Mortgage Loan of 1877.	41,650	6	"	"	1882	
Vineyard:						Convertible Bonds.	794,000	6	March & Sept.	"	1894	
1st Mortgage tax free.	756,000	7	Apr. and Oct.	New York.	1890	1st Mortgage, registered.	5,351,963	6	J. A. J. & O.	"	1884	
Virginia & Tennessee(A.M. & O.):						1st Mortgage, reg. (R. R.).	2,000,000	6	F. M. A. & N.	"	1897	
Enlarged Mortgage.	990,000	6	Jan and July.	N.Y. & Lynch.	1884	Mortgage (equip.) Loan, gold.	4,692,500	6	June & Dec.	"	1904	
4th Mortgage.	870,000	8	March & Sept.	"		Greenwood Mortgage Loan.	744,000	7	Feb. and Aug.	"	1892	
Registered Certificates.	118,295	8	Jan. and July.	"		Greenwood Mortgage Loan.	140,000	6	Apr. and Oct.	"	1877	
Funded Interest.	226,300	8	"	"		Monongahela Navigation:	103,000	6	Jan. and July.	New York.	1887	
Income Mortgage (fundable).	93,500	8	"	"		1st Mortgage.	2,805,000	6	Jan. and July.	Philadelphia.	1910	
Walkill Valley (Erie):						1st Mortgage (Wy. Val. Can.).	600,000	6	"	"	1878	
1st Mortgage gold, tax free.	810,500	7	Apr. and Oct.	New York.	1901	1st Mort. (Ph. & Rdg.):	1,714,390	6	March & Sept.	Philadelphia.	1877	
Warren (D. L. & W.):						1st Mortgage.	3,990,392	6	Jan. and July.	"	1877	
1st Mortgage, guaranteed.	511,400	7	Feb. and Aug.	New York.	1875	2d Mortgage.	260,000	6	May and Nov.	"	1920	
2d Mortgage, guaranteed.	760,000	7	May and Nov.	"		Improvement bonds.	756,650	6	"	"	1913	
Warren & Franklin(O.C. & All'R.):						Boat and Car Loan.	621,900	7	"	"	1915	
1st Mortgage, assumed.	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	Boat and Car Loan.	1,200,000	6	Jan. and July.	"	1895	
Warwick Valley (Erie):						Coupon Bonds.						
1st Mortgage.	60,000	7	Apr. and Oct.	New York.	1880	Susquehanna and Tide Water:	2d Mortgage (Maryland Loan).	1,000,000	6	Jan. and July.	Phila. & Balt.	1885
Wasatch and Jordan Valley:						3d Mortgage (Susqueh. Canal).	1,811,000	6	"	"	1878	
1st Mortgage.	150,000	9	May and Nov.	New York.	1893	Pref. Int. B'ds (" ")	324,810	6	"	"	1894	
Washington City, Va. Mid. & Gt. So.:						Union:						
1st Mort. (O. Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	1st Mortgage.	2,000,000	6	May and Nov.	Philadelphia.	1883	
2d Mort. (" ")	350,000	7	"	"		West Branch & Susque. (Penn.):	450,000	6	Jan. and July.	"	1878	
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"		1st Mortgage.	450,000	6	"	"	1894	
2d Mort. (" ")	1,200,000	6	Jan. and July.	"		West Branch & Susque. (Penn.):	200,000	6	Jan. and July.	Philadelphia.	1878	
3d Mort. (" ")	600,000	8	May and Nov.	"		1st Mortgage.	450,000	6	"	"	1894	
4th Mort. (" ")	700,000	8	March & Sept.	"		2d Mortgage.	200,000	6	May and Nov.	"	1894	
Funded Coupons (do.)	722,664	—	—	—		Boat and Car Loan.	756,650	6	"	"	1894	
1st Mort. (Lynch'b'g & Danville)	521,000	—	Apr. and Oct.	"		Boat and Car Loan.	621,900	7	"	"	1895	
Virginia State Loan.	521,000	7	Jan. and July.	"		Coupon Bonds.	1,200,000	6	Jan. and July.	"	1895	
Washington and Ohio:						Susquehanna and Tide Water:	2d Mortgage (Maryland Loan).	1,000,000	6	Jan. and July.	Phila. & Balt.	1885
1st Mort. (Alex. Lou. & Ham.)	47,000	7	May and Nov.	New York.	1898	3d Mortgage (Susqueh. Canal).	1,811,000	6	"	"	1878	
1st Mortgage for \$9,000,000.	255,500	7	Apr. and Oct.	"		Pref. Int. B'ds (" ")	324,810	6	"	"	1894	
Westchester and Philadelphia:						Union:						
General Mortgage, tax free.	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	1st Mortgage.	2,000,000	6	May and Nov.	Philadelphia.	1883	
Western North Carolina:						West Branch & Susque. (Penn.):	450,000	6	Jan. and July.	"	1878	
1st Mortgage.	825,000	8	Jan. and July.	"		1st Mortgage.	450,000	6	"	"	1894	
Western of Alabama:						2d Mortgage.	200,000	6	May and Nov.	"	1894	
1st Mortgage (Western R.R.)	800,000	8	Apr. and Oct.	New York.	1888	Boat and Car Loan.	756,650	6	"	"	1894	
1st Mortgage(M. & W. Point K.R.)	750,000	8	"	"		Coupon Bonds.	621,900	7	"	"	1895	
2d Mortgage (consols guar.)	1,188,000	8</										

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Note.—In the column headed "Rolling Stock" the cost thereof is included, in that headed "Railroad," the value of the same. A dash (—) across the column signifies "nil," and running dots (---) signify it is not ascertained.

Land Grant Railroads are printed in "*Italics*."

Abstract of General Balance Sheet.

Railroad.	Rolling Stock.				Properties and Assets.				Liabilities.				Operations.				Earnings.						
	Car.	Cars.	Freight.	B. M. E.	Assets.	Accounts and Cash.	Bonds.	Stocks.	Surplus Income.	Accounts.	Bonds.	Stocks.	Passenger.	Trains Moved.	Railroad Operated.	Gross.	Net.	Market.	Value of Shares.				
Year ending.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	Par.	Value of Shares.				
Sept. 30, 1875 (0.0)	2.6	125.0	3	4	561 Adirondack.....	8,113,155	***	***	3,765,000	64,000	1,971,734	***	66.0	74,000	24,022	83,047	6,900	100	100				
Sept. 30, 1875 (51.8)	13	8	2	102 Alabama Central.....	5,600,000	***	***	2,080,000	1,800,000	***	***	***	***	***	***	***	***	100	100				
Dec. 31, 1875 (526.0)	19	13	5	946 Alabama and Chattanooga At. Miss. &c. (C. & H.).....	10,600,000	***	***	2,700,000	7,583,000	***	***	280.0	920,341	***	***	1,692,076	320,074	7	100	100			
Sept. 30, 1875 (442.0)	58.0	36.4	1	101 Albany and Susquehanna Valley (B. & O.).....	5,000,000	4,288,000	2,882,480	2,882,480	2,882,480	2,882,480	2,882,480	2,882,480	280.0	1,658,080	694,868	2,054,996	934,642	50	100				
Oct. 31, 1875 (242.0)	18.6	86.0	4	102 Allegheny and Ohio (B. & O.).....	2,223,884	1,006,130	2,103,600	2,505,900	2,505,297	2,505,297	2,505,297	2,505,297	20.6	4,980	***	***	44,901	16,381	100	100			
Sept. 30, 1875 (20.6)	2.0	2	2	103 Annapolis and Elkridge (3 ft. 6 in.).....	58.8,666	***	151,664	288,000	288,000	288,000	288,000	288,000	48.0	75,120	***	***	48,000	16,381	100	100			
Dec. 31, 1875 (10.0)	8.0	10.0	2	104 Arkansas Central (3 ft. 6 in.).....	1,320,000	***	***	620,000	1,420,000	***	***	148.0	231,783	***	***	76,477	210,946	210,946	100	100			
Dec. 31, 1875 (48.0)	10.0	6	3	105 Atchison and Nebraska (Kan. & Neb.).....	2,745,343	400,808	246,717	1,401,287	1,27,784	1,617,682	1,27,784	1,617,682	1,27,784	18.9	231,783	***	***	10,947	210,946	100	100		
Dec. 31, 1875 (142.0)	6.5	—	2	106 Atchison, Topeka & Santa Fe (N.M. & S.F.).....	2,321,100	409,210	286,767	1,27,784	1,27,784	1,27,784	1,27,784	1,27,784	18.6	215,372	1,27,784	1,27,784	1,27,784	226,021	153,390	100	100		
Dec. 31, 1875 (470.1)	30.4	35	22	107 Atlantic and Pacific (Santa Fe).....	22,131,385	***	***	1,27,784	1,27,784	1,27,784	1,27,784	1,27,784	1,27,784	21.6	1,104,478	202,582	1,02,582	1,02,582	1,02,582	100	100		
Dec. 31, 1875 (266.6)	12.4	6	3	108 Atlanta and Richland Air Lines (Ga.).....	11,245,000	***	***	267,003	4,132	1,22,200	88,000	8,880	83,364	21.6	1,104,478	44,728	44,728	44,728	44,728	100	100		
June 30, 1875 (81.0)	8.9	21	6	109 Atlanta and West Point (N.Y. & Ga.).....	1,165,300	***	***	34,716,649	68,694,811	1,165,000	1,165,000	1,165,000	1,165,000	108.0	286,714	101,966	7	100	100	100			
Dec. 31, 1875 (387.5)	25.8	87.2	2	110 Atlantic and Great West (N.Y. Penn. & N.J.).....	2,748,138	19,974,138	246,717	1,401,287	1,27,784	1,27,784	1,27,784	1,27,784	1,27,784	108.0	41,108,206	992,202	429,421	393,926	393,926	100	100		
Dec. 31, 1875 (387.5)	21.9	88	2	111 Atlantic and Gulf (Ga.).....	2,748,138	19,974,138	246,717	1,401,287	1,27,784	1,27,784	1,27,784	1,27,784	1,27,784	108.0	350.0	73,000	73,000	73,000	73,000	100	100		
Dec. 31, 1875 (142.0)	10.6	10	6	112 Atlantic, Mississippi, and Ohio (Md. & W. Va.).....	45,100,000	42,8,442	518,243	63	102 Atlantic, Mississippi, and Ohio (Md. & W. Va.).....	518,243	1,27,784	1,27,784	1,27,784	1,27,784	1,27,784	108.0	72,102	7,300	7,300	7,300	7,300	100	100
Sept. 30, 1875 (406.0)	20.0	45,100,000	84	113 Atlantic, Mississippi, and Ohio (Md. & W. Va.).....	45,100,000	42,8,442	518,243	63	102 Atlantic, Mississippi, and Ohio (Md. & W. Va.).....	518,243	1,27,784	1,27,784	1,27,784	1,27,784	1,27,784	108.0	72,102	7,300	7,300	7,300	7,300	100	100
Dec. 31, 1875 (96.0)	5.5	—	2	114 Atlantic and North Carolina (N.C. & S.C.).....	2,000,000	***	***	620,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	96.0	96.0	96.0	96.0	96.0	96.0	100	100		
Dec. 31, 1875 (328.0)	9.7	5	115 Atlantic and North Carolina (N.C. & S.C.).....	2,000,000	***	***	620,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	96.0	96.0	96.0	96.0	96.0	96.0	100	100			
Dec. 31, 1875 (142.0)	10.0	27.9	116 Atlantic and Pacific (Pacif. & O.).....	2,000,000	***	***	620,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	96.0	96.0	96.0	96.0	96.0	96.0	100	100			
Dec. 31, 1875 (142.0)	10.0	27.9	117 Atlantic and St. Lawrence (Mo., N.H. & Vt.).....	2,000,000	***	***	620,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	96.0	96.0	96.0	96.0	96.0	96.0	100	100			
Dec. 31, 1875 (142.0)	10.0	27.9	118 Atlantic and Potomac (Md. & D. C. & P.).....	2,000,000	***	***	620,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	96.0	96.0	96.0	96.0	96.0	96.0	100	100			
Dec. 31, 1875 (142.0)	10.0	27.9	119 Baltimore Short Line (Mar. & Cinc.).....	1,050,000	***	***	620,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	96.0	96.0	96.0	96.0	96.0	96.0	100	100			
Dec. 31, 1875 (142.0)	10.0	27.9	120 Bangor and Piscataqua (Me. Cane.).....	1,213,064	110,200	***	620,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	96.0	96.0	96.0	96.0	96.0	96.0	100	100			
Dec. 31, 1875 (142.0)	10.0	27.9	121 Baring (Towanda, Pa.).....	1,213,064	110,200	***	620,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	96.0	96.0	96.0	96.0	96.0	96.0	100	100			
Dec. 31, 1875 (142.0)	10.0	27.9	122 Baring (Towanda, Pa.).....	1,213,064	110,200	***	620,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	96.0	96.0	96.0	96.0	96.0	96.0	100	100			
Dec. 31, 1875 (142.0)	10.0	27.9	123 Baring (Towanda, Pa.).....	1,213,064	110,200	***	620,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	96.0	96.0	96.0	96.0	96.0	96.0	100	100			
Dec. 31, 1875 (142.0)	10.0	27.9	124 Baring (Towanda, Pa.).....	1,213,064	110,200	***	620,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	96.0	96.0	96.0	96.0	96.0	96.0	100	100			
Dec. 31, 1875 (142.0)	10.0	27.9	125 Baring (Towanda, Pa.).....	1,213,064	110,200	***	620,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	96.0	96.0	96.0	96.0	96.0	96.0	100	100			
Dec. 31, 1875 (142.0)	10.0	27.9	126 Baring (Towanda, Pa.).....	1,213,064	110,200	***	620,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	96.0	96.0	96.0	96.0	96.0	96.0	100	100			
Dec. 31, 1875 (142.0)	10.0	27.9	127 Belfast and Moyle (Ireland).....	1,432,000	230,180	40.0	200,000	634,000	200,000	200,000	200,000	200,000	200,000	22.0	200,000	200,000	200,000	200,000	200,000	100	100		
Dec. 31, 1875 (142.0)	10.0	27.9	128 Belfast and Moyle (Ireland).....	1,432,000	230,180	40.0	200,000	634,000	200,000	200,000	200,000	200,000	200,000	22.0	200,000	200,000	200,000	200,000	200,000	100	100		
Dec. 31, 1875 (142.0)	10.0	27.9	129 Belfast and Moyle (Ireland).....	1,432,000	230,180	40.0	200,000	634,000	200,000	200,000	200,000	200,000	200,000	22.0	200,000	200,000	200,000	200,000	200,000	100	100		
Dec. 31, 1875 (142.0)	10.0	27.9	130 Belfast and Moyle (Ireland).....	1,432,000	230,180	40.0	200,000	634,000	200,000	200,000	200,000	200,000	200,000	22.0	200,000	200,000	200,000	200,000	200,000	100	100		
Dec. 31, 1875 (142.0)	10.0	27.9	131 Belfast and Moyle (Ireland).....	1,432,000	230,180	40.0	200,000	634,000	200,000	200,000	200,000	200,000	200,000	22.0	200,000	200,000	200,000	200,000	200,000	100	100		
Dec. 31, 1875 (142.0)	10.0	27.9	132 Belfast and Moyle (Ireland).....	1,432,000	230,180	40.0	200,000	634,000	200,000	200,000	200,000	200,000	200,000	22.0	200,000	200,000	200,000	200,000	200,000	100	100		
Dec. 31, 1875 (142.0)	10.0	27.9	133 Belfast and Moyle (Ireland).....	1,432,000	230,180	40.0	200,000	634,000	200,000	200,000	200,000	200,000	200,000	22.0	200,000	200,000	200,000	200,000	200,000	100	100		
Dec. 31, 1875 (142.0)	10.0	27.9	134 Belfast and Moyle (Ireland).....	1,432,000	230,180	40.0	200,000	634,000	200,000	200,000	200,000	200,000	200,000	22.0	200,000	200,000	200,000	200,000	200,000	100	100		
Dec. 31, 1875 (142.0)	10.0	27.9	135 Belfast and Moyle (Ireland).....	1,432,000	230,180	40.0	200,000	634,000	200,000	200,000	200,000	200,000	200,000	22.0									

AMERICAN RAILROAD JOURNAL.

1543

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Land Grant Railroads are printed in *Italics*; all Railroad Railroads are distinguished by a "1."

THE HISTORICAL LIBRARY OF THE UNIVERSITY OF TORONTO

Abstract of General Balance Sheet

The column headed *is Bellring Stock* signifies that the stock charged is found in that branch. A dash (—) across the column signifies that the stock is not ascertained.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Rolling Stock. Railroad. Land Great Railroad. State-aid Railroads are distinguished by a "—". A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."

Philadelphia Stock Exchange.
Closing Prices for the week ending Nov.

W. 22 Th. 23 F. 24 Sat. 25 N. 27 Tu. 28

Baltimore Stock Exchange

using Prices for the week ending Nov. 28

	W-22 Tb	23 F-24	Sat. 25	M-27	Tu-28
Baltimore and Ohio.....	143	.....	.....	.....	.....
ca, 1880.....	.....	.....	.....	.....	.....
ca, 1888.....	196	106	1054	1054	.....
Central Ohio.....	.....	.....	33	33	.....
1st mortgage.....	101	101	.....	.....	.....
Larietta & Cincinnati.....	.....	.....	.....	.....	.....
1st mortgage, 7s.....	103	103	.....	.....	.....
2d mortgage, 7s.....	83	37	88	87	87
3d mortgage, 8s.....	50	51	53	56	55
Northern Central.....	25	25	25	25	25
1d mortgage, 6s, 1885.....	.....	.....	.....	.....	.....
2d mortgage, 6s, 1900.....	.....	.....	.....	.....	.....
ca, 1900, Gold.....	103	103	.....	103	.....
Range and Alex. 1st.....	.....	.....	.....	.....	.....
1d mortgage, 6s.....	.....	.....	.....	.....	.....
2d mortgage, 8s.....	.....	.....	.....	.....	.....
3d mortgage, 8s.....	.....	.....	.....	.....	.....
Alex. & Manassas 7s.....	76	.....	.....	.....	.....
Tab. & Connellav. 7s 104	104	.....	.....	104	104
Virginia 6s, Consol.....	561	561	561	561	561
Consol. Coupons.....	85	85	85	85	84
Preferred Certificates.....	63	.....	61	61	61
Western Maryland.....	.....	.....	.....	.....	.....
1st M., end. by Balt.....	.....	.....	.....	.....	.....
2d M., do.....	.....	.....	.....	.....	.....
3d M., do.....	.....	.....	.....	.....	.....
4th M., unendorsed.....	.....	.....	.....	.....	.....
5th M., end. Wash. Co.....	.....	.....	.....	.....	.....
Mort., preferred.....	.....	.....	.....	.....	.....
Passenger H. R. ....	.....	.....	.....	.....	.....

New York Stock Exchange.

Closing Prices for the week ending Nov. 29.

Th. 23. F. 24. Sat. 25. M. 27. Tu. 28. W. 29.

	165	166	166	166	166	166
Adams Express.	165	166	166	166	166	166
Albany and Susq.	111	111	111	111	111	111
1st mortgage.	111	111	111	111	111	111
2d mortgage.	108	108	108	108	108	108
American Express.	614	614	614	614	614	614
Am. Dock and Imp. 7s.	18	18	18	18	18	18
Atlantic & Pacific pref.	18	18	18	18	18	18
Atlantic & Pacific Tel.	15	15	15	15	15	15
Balt., Hark. & Erie 1st.	15	15	15	15	15	15
Burl. C. R. & Minn. 1st.	15	15	15	15	15	15
Central of N. Jersey .. 31	35	35	35	35	35	35
1st mortgage, new.	109	109	109	109	109	109
7s, convertible.	85	85	85	85	85	85
7s, convertible.	79	79	79	79	79	79
Central Pacific 8s, gold	160	160	160	160	160	160
1st M. (San Joaquin).	95	95	95	95	95	95
1st M. (Cal. and Or.).	94	94	94	94	94	94
Land Grant 8s.	100	100	100	100	100	100
Chicago and Alton.	111	111	111	111	111	111
Preferred.	111	111	111	111	111	111
1st mortgage.	111	111	111	111	111	111
Sinking Fund.	111	111	111	111	111	111
Income bonds.	111	111	111	111	111	111
Chic. Burl. & Quincy.	113	112	113	113	113	113
7s Consol. 1893.	118	118	118	118	118	118
Chic. & Milwaukee 1st.	101	101	101	101	101	101
Chic. Mil. and St. Paul.	197	204	197	204	204	204
Preferred.	524	524	524	524	524	524
1st mortgage, 8s.	118	118	118	118	118	118
2d mortgage, 7s-10s.	98	98	98	98	98	98
7s, gold.	102	102	102	102	102	102
1st M. (La Crosse div.) 102	102	102	102	102	102	102
1st M. (L. and M. div.).	90	90	90	90	90	90
1st M. (H. & D. div.).	95	95	95	95	95	95
1st M. (C. & M. div.) 95	95	95	95	95	95	95
Consolidated S. F.	86	86	87	87	88	88
Ohio & Northwestern.	35	35	34	35	36	36
Preferred.	574	584	574	584	594	594
1st mortgage.	106	106	106	106	106	106
Sinking Fund.	109	109	109	109	109	109
Consolidated 7s.	1024	1024	1024	1024	1024	1024
Consol. Gold bonds.	95	95	95	95	95	95
Do. reg.	100	100	100	100	100	100
Ohio, Rock I. & Pac.	98	99	98	99	99	99
7s, 1896.	111	111	111	111	111	111
Olev. Col. C. and Ind.	38	38	38	38	38	38
1st mortgage.	108	108	108	108	108	108
Clev. & Pittsburgh guar.	88	88	88	88	88	88
7s, Consolidated.	108	108	108	108	108	108
4th mortgage.	108	108	108	108	108	108
Clev. P. and Ash. 7s.	7s, new.	7s, new.	7s, new.	7s, new.	7s, new.	7s, new.
Col. Chi. & Ind. Cent.	84	84	84	84	84	84
1st mortgage.	85	85	85	85	85	85
2d mortgage.	85	85	85	85	85	85
Consol. Coal of Md.	85	85	85	85	85	85
Del. & Hudson Canal.	71	71	71	71	71	71
Reg. 7s, 1891.	108	108	108	108	108	108
Reg. 7s, 1884.	104	104	104	104	104	104
7s, 1894.	98	98	98	98	98	98
Del. Lack. & Western.	70	71	70	71	70	70
2d mortgage, 7s.	70	71	70	71	70	70
7s, Convertible.	70	70	70	70	70	70
Det. Mon. & Tol. 1st.	102	102	102	102	102	102
Dt. of Columbia 3-6s.	62	60	60	60	60	60
Erie Railroad.	91	91	91	91	91	91
Preferred.	91	91	91	91	91	91
1st mortgage.	108	108	108	108	108	108
2d mortgage.	108	108	108	108	108	108
3d mortgage.	108	108	108	108	108	108
4th mortgage.	101	101	101	101	101	101
5th mortgage.	98	98	98	98	98	98
Great Western 1st mort.	99	100	100	100	100	100
2d mortgage.	68	68	68	68	68	68
Hannibal & St. Joseph.	124	124	124	124	124	124
Preferred.	26	26	26	26	26	26
8s, Convertible.	80	80	80	80	80	80
Hudson River 2d mort.	108	108	108	108	108	108
Illinois Central.	74	72	73	72	72	72
Kansas Pacific.	72	72	72	72	72	72
Lake Shore & Mich. So.	584	584	584	584	584	584
Consol. 7s.	584	584	584	584	584	584
Consol. 7s, reg.	1044	1044	1044	1044	1044	1044
2d Consolidated.	105	105	105	105	105	105
Lake Shore Div. bonds.	105	105	105	105	105	105
Leh. & W. B. 7s, Con. 48	62	62	62	62	62	62
Long Dock bonds.	102	102	102	102	102	102
L'ville & Nash. 7s Cons.	63	63	63	63	63	63
Michigan Central.	43	43	44	43	43	43
7s, 1902.	102	102	102	102	102	102
8s, 1882.	118	118	118	118	118	118
M. S. and N. L. 1st. S. F.	102	102	102	102	102	102
2d mortgage.	102	102	102	102	102	102
Morris and Essex.	90	90	91	92	92	92
1st mortgage.	116	116	117	117	117	117
2d mortgage.	106	106	107	107	107	107
7s of 1871.	102	102	102	102	102	102
7s, Convertible.	102	102	102	102	102	102
7s, Consolidated.	102	102	102	102	102	102
N. Y. Cent. & Hud. Riv.	103	103	103	103	103	103
7s, Sinking Fund, 1870.	102	102	102	102	102	102
6s, Sinking Fund, 1882.	108	108	108	108	108	108
6s, Sinking Fund, 1887.	108	108	108	108	108	108
1st mortgage.	120	120	120	120	120	120
1st mortgage, reg.	118	118	118	118	118	118
N. York and Harlem.	108	108	108	108	108	108
Preferred.	118	118	118	118	118	118
1st mortgage.	118	118	118	118	118	118
1st mortgage, reg.	118	118	118	118	118	118

New York Stock Exchange.

Closing Prices for the week ending Nov. 29.

Th. 23. F. 24. Sat. 25. M. 27. Tu. 28. W. 29.

	165	166	166	166	166	166
New Jersey.	164	164	164	164	164	164
N. Y., N. Haven & Hart.	164	164	164	164	164	164
North Missouri 1st M.	96	96	96	96	96	96
Ohio and Mississippi.	6	6	6	6	6	6
Preferred.	10	10	10	10	10	10
2d mortgage.	48	48	48	48	48	48
Consolidated 7s.	82	82	82	82	82	82
Consel. Sinking fund.	83	83	83	83	83	83
1st M. (Springfield D.).	124	124	124	124	124	124
Pacific Mail S. S. Co.	25	24	25	24	24	24
Pacific R. R. of Mo.	94	94	94	94	94	94
1st mortgage.	94	94	94	94	94	94
2d mortgage.	83	83	83	83	83	83
Panama.	126	127	127	127	127	127
Pitts. Ft. W. & Chi. ltd.	101	101	101	101	101	101
Pitts. Ft. W. & Chi. ltd.	121	120	121	120	121	120
1st mortgage.	121	121	121	121	121	121
2d mortgage.	114	114	114	114	114	114
Quicksilver Mining Co.	14	14	14	14	14	14
St. L. Alton and T. H.	18	21	22	22	22	22
St. L. Alton and T. H.	51	51	51	51	51	51
Preferred.	18	21	22	22	22	22
1st mortgage.	101	101	101	101	101	101
2d mortgage.	100	101	101	101	101	101
Income bonds.	101	101	101	101	101	101
St. L. Iron Mt. & S'th.	101	101	101	101	101	101
St. L. Jack. & Chi. 1st.	101	101	101	101	101	101
St. L. Kan. City & N.	51	51	51	51	51	51
St. L. Jack. & Chi. 1st.	104	104	104	104	104	104
Tol. P. & War. 1st E.D.	90	90	90	90	90	90
1st mort., West. Div.	86	86	86	86	86	86
Tol. Wab. & Western.	61	61	61	61	61	61
Preferred.	81	81	81	81	81	81
1st mortgage.	100	101	103	103	103	103
2d mortgage.	99	100	101	101	101	101
7s, Consolidated.	51	53	53	53	53	53
Land Grant 7s.	80	80	80	80	80	80
Income 12s.	163	163	163	163	163	163
Boston and Albany.	129	129	129	129	129	129
7s.	118	113	113	113	114	114
Boston and Lowell.	62	62	62	62	62	62
Boston and Maine.	93	93	93	93	93	93
Boston and Providence.	137	136	137	137	137	137
Boston, Hart. & Erie 7s.	174	174	174	174	174	174
Boston Water Power.	51	51	51	51	51	51
Burl. & Mo. R. in Iowa.	51	51	51	51	51	51
Land Grant 7s.	82	82	82	82	82	82
Burl. & Mo. R. in Neb.	36	36	36	36	36	36
8s, old.	102	102	102	102	102	102
Cary Improvement.	101	101	101	101	101	101
Chi. Burl. and Quincy 113	113	113	113	113	113	113
7s.	108	108	108	108	108	108
Cin. Sand. and Clev.	51	51	51	51	51	51
Concord.	70	70	70	70	70	70
Connecticut River.	5	5	5	5		

There has been a good business in railway bonds at firmer prices, but the close on Tuesday was rather weak.

The bank statement was but a repetition of the statements of the preceding two weeks—showing, as it did, an increase of over a million in gold, and the loss of nearly an equal amount in legal tenders; but, through diminished loans, there was a slight increase in the legal reserve. Money has continued easy, and the closing rates on Tuesday were 8@6 per cent on call, and 4½@6 per cent for prime mercantile paper.

The exports of produce from the port of New York for the week ending November 28th were \$6,188,047, against \$5,549,352 for the corresponding week in 1875, and \$5,068,901 in 1874. The total exports of produce since Jan. 1, this year, were \$240,721,319, against \$233,218,116 for the corresponding period in 1875, and \$265,178,046 in 1874.

The premium on gold quite broke down under the continued shipments this way from Europe; the rate at the close on Tuesday was 108%. Exchange has been depressed, notwithstanding the importation of gold, increased imports of merchandise, and a check upon exports by the scarcity and high rates of freight, and the closing rates on Tuesday for prime 60-day bills was \$4 81@\$4 82. This, with the decline in gold, has brought down the currency rates for bills nearly one percent.

Government bonds have been somewhat depressed, though not without some irregularity. On Tuesday the closing prices were:

United States currency sixes, 124@124½; do. 6s, 1881, registered, 116½@116%; do. coupon, 117½@117½; do. 1865, registered, 109½@109¾; do. coupon, 109½@109¾; do. new, registered, 112½@112½; do. coupon, 112½@112½; do. 1867, registered, 115%@115%; do. coupon, 115%@115%; do. 1868, registered, 116½@117; do. coupon, 116½@117; do. ten-forties, registered, 118½@118½; do. coupon, 118½@114; do. fives, 1881, registered, 111½@112½; do. coupon, 111½@112½; do. four and one-halfs, 109½@110.

General trade continues dull. The speculation in cotton continues, however, stimulated in some degree by the political situation. The export demand for breadstuffs and provisions somewhat improves, but so far as the interior trade is concerned, trade is very dull.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:

New York.—Cleveland and Toledo 7s, 8. F., 111; Cedar Falls and Minnesota 1st mort., 90; Canada Southern 1st mort., coupon on, 55; Quincy and Toledo 1st mort., 65; South Pacific of Missouri 6s, 69½; Toledo and Wabash Equipment bonds, 22%; Marquette L. and M., 4½; Pennsylvania Coal, 220; South Carolina 6s, new, Apr. and Oct., 86; do. Jan. and July, 87; Tennessee 6s, old, 44½; do. new, 44½; do. new series, 44; Alabama 6s, 1888, 85; North Carolina 6s, special 1st class, 2; Missouri 6s, long bonds, 105½; Missouri 6s, H. and St. J. share, 1886, 105½. The latest quotations are: Pacific Mail 24½@25; Western Union Telegraph, 72@72½; Atlantic and Pacific Tel., 15@16½; Quicksilver Mining, 18½@15; do. pref., 20@28½; Mariposa Land and Mining, 4½@4½; do. pref., 4½@6;

Adams Exp., 105@106; American Exp., 60½@61; U. S. Express, 56½@57; Wells-Fargo Express, 86½@87; Chicago and Alton, 99@100; Cleveland and Pittsburgh, 88½@89½; Chicago and Northwestern, 85½@85½; do. pref., 59@59½; Chicago, Rock Island and Pacific, 100@100½; Chicago, Milwaukee and St. Paul, 19½@20; do. pref., 51½@52; Cleveland, Columbus, Cincinnati and Indianapolis, 37@39; Columbus, Chicago and Indiana Central, 8½@8½; Delaware, Lackawanna and Western, 59½@69½; Erie, 9½@9%; Hannibal and St. Joseph, 18½@18%; do. pref., 26½@27; Lake Shore and Michigan Southern, 60½@56%; Michigan Central, 48½@48%; New York and Harlem, 136½@138; N. Y. Central and Hudson River, 102½@102½; Central of New Jersey, 84½@84%; Ohio and Miss., 5½@6; Panama, 128@127; Toledo Wabash and Western, 7½@7½; Union Pacific, 58½@58%; do. 1st mort., 105½@105½; do. 7s, land grant, 100½@101; do. sinking fund, 8s, 90½@91; Central Pacific 6s, gold, 109½@109½.

Philadelphia.—Allegheny Valley 1st mort. 7s, 90; Susquehanna Coal 6s, 78; Philadelphia and Reading Coal and Iron 7s, 65; Schuylkill Nav. Boat Loan, 78; Connecting R. R. 6s, 108; Lehigh Nav. consol. mort. 7s, 90; Fifth and Sixth Streets R. R., 71½; Central Transp., 40; Trenton City 6s, 105½; Cincinnati 7.80s, 107½; Pennsylvania State 5s, gold, coupon, 108. The latest quotations are: City 6s, 109½@110½; do. free of tax, 115½@115%; Pennsylvania State 6s, 2d series, 110@112; do. 3d series, 115@116½; Philadelphia and Reading, 21½@22; do. Gen'l mort. 7s, coup., 100@101; do. reg., 96½@97½; do. mort. 6s, 1880, 108½@—; do. 7s, new conv., 72@74; do. 7s, 1893, 105@108; United New Jersey R. R. and Canal Co., 137@137½; Camden and Amboy mort. 1889, 107@107; Pennsylvania R. R., 45½@46; do. 1st mort., 107½@108½; do. general mort. coupon, 107½@—; do. reg., 106@—; do. Consol. mort. 6s, reg., 100@101; Little Schuylkill R. R., 40@41; Morris Canal, 50½@53; do. pref., 135@138; Susq. Canal, —@—; do. 6s, —@—; Schuylkill Nav., 5@—; do. pref., 10½@11; do. 6s, 1882, 67@68; do. 1872, 88@89; Elmira and Williamsport pref., 38@—; do. 7s, 104½@—; do. 5s, 65@—; Lehigh Coal and Navigation, 27½@27½; do. 6s, 1884, 103½@103½; do. R. R. Loan, 101@101½; do. Gold Loan, 101½@102; North Pennsylvania, 48@49; do. 6s, 108@108½; do. 7s, 108@109; do. Gen'l mort. 7s, reg., 107½@108; do. chattel 10s, 108@—; Philadelphia and Erie, 13½@13%; do. 6s, 102½@103½; do. 7s, 97@98; Minehill, 49½@50; Catawissa, 8@10; do. pref., 36@37; do. new pref., —@36; do. 7s, 1900, 102@103; Lehigh Valley, 48@48%; do. 6s, new coupon, 107@—; do. reg., 107@—; do. 7s, 113½@114½; do. consol. mort., 97½@98½; Fifth and Sixth streets (horse), 71@72; Second and Third, 79@80; Thirteenth and Fifteenth, 40@41; Spruce and Pine, 81@81½; Green and Coates, 49@50; Chestnut and Walnut, 70@76; Hestonville, 21½@21½; Germantown, —@70; Union 88@90; Lombard and South, 18@21; Ridge Avenue, 45@—; Seventeenth and Nineteenth, 40@—.

Baltimore.—Central Ohio pref., 86; Wilmington and Weldon 7s, 103; Chesapeake and Ohio 1st mort., 31; Atlanta and Richmond Air-Line 8s,

47½; Richmond and Danville 1st mort., 70; Union R. R. bonds, end., 100; Baltimore 6s, 1875, 101½; do. 6s, 1886, 113; do. 1890, 112; do. 1892, 113; Cincinnati 7.80s, 107; Virginia Black scrip, 16½. The latest quotations are: Cincinnati and Baltimore 7s, 98½@—; Wilmington and Weldon 7s, 102@—; Wilmington, Columbia and Augusta 7s, 30@40; Richmond and Danville 1st mort., 69@70; Pittsburg and Connellsburg 7s, 1898, 104½@104½; Baltimore and Ohio, 146½@150; do. 1st pref., 107½@108; do. 2d pref., 102½@104; do. 6s, 1880, 105@108; do. 1885, 105@106; Northern Central, 25@26; do. 6s, 1885, 104@—; do. 6s, 1900, 101½@—; do. 6s, 1900, gold, 103@103½; Marietta and Cincinnati 1st mort. 7s, 1892, 108@110; do. 2d mort. 7s, 87@87½; do. 3d mort. 8s, 55½@56; Central Ohio, 82½@83; do. pref., 36½@40; do. 1st mort., 101½@101%; Western Maryland 1st mort. 6s, 1890, 92@—; do. 1st mort. guar., 107@—; do. 2d mort. guar., 108@—; do. 3d mort. guar., 107@—; do. 2d mort. pref., 105@—; do. 2d mort., guar. by Washington Co., 103@—; Virginia and Tennessee 2d mort. 6s, 72½@—; do. 3d mort. 8s, 71½@—; Orange and Alexandria 1st mort. 6s, 82@90; do. 2d mort. 6s, 72@76; do. 3d mort. 8s, 60@65; do. 4th mort. 24@29; Orange, Alex., and Manassas 7s, 77½@78; Baltimore 6s, 1875, 101½@101%; do. 1884, 110@111; do. 1886, 118@118½; do. 1890, 112@112½; do. 1900, 112@112½; do. 1902, 113@113%; do. 5s, 94@—; Memphis City 6s, 25@30; Maryland Defense 6s, 1883, 113@114; do. Hospital 6s, 107@107; do. do. exempt, 113@—; do. 5s, 85@95; Virginia consol. 6s, 67@67½; do. 2d series, 84½@84½; Virginia Consol. coupons, 84@84½; West Virginia def. certif., 6½@7; City Passenger R. R., 32@33½; George's Creek Coal, 115@125; Atlantic Coal, 1.75@1.95; Canton Co., 27@30; do. gold, 6s, —@98.

Boston.—Chicago, Iowa and Nebraska R. R., 117%; Pueblo and Arkansas Valley R. R., 9%; do. 7s, 77; Lowell and Andover R. R., 105½; Vermont Central 1st mort., 9; do. 8s, Extension, 26; Eastern R. R. scrip, 51½; Atchison, Topeka and Santa Fe con. scrip, 54; Cedar Rapids and Missouri River R. R., 80%; Iowa Falls and Sioux City R. R., 60; Detroit, Hillsdale and Southwestern R. R., 6; Boston, Clinton, Fitchburg and New Bedford R. R., 51; Quincy Bridge, 110; Boston Land, 5; Boston 6s, 1893, 113½; do. 5s, 1905, gold, 112½; Chicago 7s, 1880, 104½; Toledo 7s, 1881, 102½; Allouez Mining Co., 10; Duncan 6; International, 62½.

Old Colony Railroad.

At the annual meeting of the Old Colony Railroad Company, held in Boston on the 28th ult., the following gentlemen were elected directors for the ensuing year: Ossian Stearns, Uriel Crocker, Benjamin Finch, Oliver Ames, Charles F. Choate, Samuel L. Crocker, Jacob H. Loud, Thomas J. Borden, Royal W. Turner, Francis B. Hayes, Ephraim N. Winslow, John S. Brayton, Prince S. Crowell.

A resolution was adopted authorizing the Directors to purchase the Fall River, Warren and Providence Railroad. It was also voted to issue new bonds to the amount of \$2,000,000, at interest not to exceed seven per cent., to take up bonds maturing in 1877.

One Continuous Passage.

A decision of much importance to travelers by railroads was rendered at Carson City, Nevada, on the 10th of November in the United States Circuit Court, by Judges Sawyer and Hillyer. The case under consideration was entitled *Cody vs. The Central Pacific Railroad Co.* The facts may be briefly stated as follows: The Baltimore and Ohio Railroad Company sold to one Mier, at New York, a through emigrant passage ticket to San Francisco. It contained conditions signed by Mier, to the effect among other things that the ticket should not be transferable, the words "not transferable" being printed upon its face. When Mier reached Omaha according to established custom, his ticket was surrendered and a check given him in exchange which simply read, "Good for one continuous passage from Omaha to San Francisco." When Mier arrived at Palisade Station on the Central Pacific Railroad, he sold this latter check or ticket to the plaintiff, Cody, who attempted to ride thereon over defendant's road to San Francisco, and was ejected from the cars at Battle Mountain Station by defendant's conductor. He brought his suit thereupon for damages.

The defendant claimed on the trial that the contract was made only with Mier, and was for a continuous passage for him only; that it was not a contract to carry him part way and then take up a local passenger and carry him the remainder of miles of the trip. That such a construction would seriously interfere with the local business which defendant was entitled to have come to it in the usual method, if at all, and on the usual local rates.

The plaintiff claimed that whoever held the ticket or check was entitled to ride on the trip. That it was for one passage, however divided. That the ticket or check was in the nature of a promissory note drawn to bearer, entitling any one holding it to its privileges. The Court held that Mier alone had a right to the passage. That Cody had no right to ride upon the credit of the ticket or check. That it was based upon the original contract, and that the purchaser of such a ticket or check is put upon inquiry concerning that contract, and is bound to know what the ticket or check means; also, that "one continuous passage" means a passage for the same person to whom the ticket or check is originally sold.

This decision should be carefully studied by parties purchasing tickets or checks of other than the railroad carrier, to the end that they may know whether the original contract prevents transfer of the ticket or its representative check, as it very frequently is worded in that manner.

[1] The directors of the Union Ferry Company, recently elected, are: Henry E. Pierrepont, Joseph A. Perry, Abiel A. Low, Henry R. Worthington, Charles E. Bill, James S. T. Stranahan, Nathan B. Morse, Cyrus P. Smith, Walter M. Degraw, Horace B. Claffin, James How, Abraham B. Baylies, S. B. Chittenden, James A. Degraw, Edward Dodge. The assets of the company are \$1,672,900, and the liabilities, \$1,150,367. There are 522 stockholders.

[2] The directors of the Duxbury and Cohasset (Mass.) Railroad, elected on the 21st ult., are: Ossow Stearns of Concord, N. H., S. N. Gifford of Duxbury, Uriel Crocker of Boston, Joseph O. Cole of Scituate, Royal A. Turner of Randolph, N. H., Whiting of Marshfield, George O. Brastow of Somerville, William T. Davis of Plymouth, Oliver Ames of Easton. S. N. Gifford of Duxbury was chosen Clerk.

The San Fernando Oil Field.

The oil production of the San Fernando district promises to be immense. It has already been considerable, and the quality of the oil is even superior to the Pennsylvania staple. An oil well in Southern California and one in Pennsylvania, however, are very different things. In the latter State the price of oil frequently goes down so low that there is little profit in anything short of a 500-barrel well. Here we have the premium involved in escaping the onerous transportation charges for thousands of miles. We have Asia, Mexico, Central and South America, as well as the American Pacific coast, for a market. It consequently follows that a 20 barrel well in the San Fernando region will yield a greater profit than a 500 barrel well in Venango or Butler county, Pennsylvania.—*Los Angeles Express.*

Meeting of Inventors.

A meeting of inventors was held in Philadelphia on the 24th ult. for the purpose of forming an association, the object of which will be to aid and protect inventors in their rights. The idea is to effect an organization that will spread throughout the country, and by which inventors may be made to learn everything of interest and advantage to them in advertising or otherwise giving publicity to their inventions. Mr. J. W. B. Hill presided, and Mr. Chubb acted as Secretary. A constitution and by-laws for the government of the association was read and adopted, and the constitution states that the association shall be known as "The Inventors' National Union." The constitution was signed by a number present, when the meeting adjourned.

[1] Proposals are invited by the Finance Commissioners of Baltimore for the new five per cent loan of the city, to be opened on the 22d January next. The bonds will be issued in sums of \$100 or the multiples thereof, interest payable 1st of May and November, and are redeemable on or after 1st of July, 1916. The bonds are free of all taxes. No proposals will be received at a less rate than the par value of the stock. The stock of the city of Baltimore known as the Water loan of 1875 will be taken at its par value, with an adjustment of interest, in payment of the new loan.

[2] Work has been resumed on the Harrisburg and Potomac Railroad, at Waynesboro, Franklin county. This road is intended to connect the Cumberland Valley with the Western Maryland Railroad, east of Hagerstown.

[3] A loan of \$1,500,000 six per cent gold bonds, redeemable in 1906, on behalf of the city of Cincinnati and for the purpose of completing the Cincinnati Southern Railway, has been introduced in London. They are offered at 96½.

[4] The Milwaukee Wisconsin says that work is to be commenced on the North Wisconsin Railroad, and this winter twenty miles are to be completed. An extension is to be made from Hudson to Rice Lake, Minn.

[5] The railroad between Petaluma and San Rafael (Cal.) will be completed by the 1st of April, 1877.

[6] The first locomotive intended for the Sonoma Valley (Cal.) Prismoidal Railway has been completed, and forwarded to its destination.

[7] The work on the Rhode Island and Massachusetts Railroad is progressing rapidly.

FISK & HATCH,

Bankers,

No. 5 NASSAU ST., NEW YORK.

We give particular attention to DIRECT DEALINGS IN GOVERNMENT BONDS AT CURRENT MARKET RATES, and are prepared, at all times, to buy or sell in large or small amounts, to suit all classes of investors. Orders by mail or telegraph will receive careful attention.

We shall be pleased to furnish information in reference to all matters connected with investments in Government Bonds.

We also buy and sell GOLD and GOLD COUPONS, COLLECT DIVIDENDS and TOWN, COUNTY, and STATE COUPONS, &c., and buy and sell, on COMMISSION, all MARKETABLE STOCKS and BONDS.

In our BANKING DEPARTMENT we receive deposits and remittances subject to draft, and allow interest, to be credited monthly, on balances averaging, for the month, from \$1,000 to \$5,000, at the rate of three per cent. per annum, and on balances averaging over \$5,000, at the rate of four per cent.

FISK & HATCH.**TEXAS & PACIFIC RAILWAY COMPANY.**

THE COUPONS OF THE CONSOLIDATED
Bonds of the Texas and Pacific Railway Company maturing December 1, will be paid in gold on and after that date, on presentation at the office of the Company, No. 50 Exchange Place, New York, or No. 275 South 4th st., Philadelphia.

GEO. D. KRUMBHAAR,

Treasurer.

Railroad Companies Responsible for the Debts of Contractors to Employees.

In the Court of Common Pleas, at Chillicothe, Ohio, on the 18th ult., before Judge Marshall, in the case of the Scioto Valley Railroad Company v. Dennis Cronin, to set aside a verdict against the Railroad Company, requiring them to pay the employee of Dennis Cronin, the sub-contractor for the constructing said railroad, on account of the financial failure of Cronin, a verdict was rendered reaffirming the former decision, the Judge deciding that railroads were responsible for debts of contractors to employees.

[1] The Staten Island Railroad Company still continues, under direction of the new superintendent, to make improvements in the road and its rolling stock. A new engine has been placed upon the road, and two of the old ones have been reconstructed, making four good working engines. The passenger cars are now being newly painted.

[2] In consequence of the resignation of Mr. J. Wyman Jones, President of the Montclair and Greenwood Lake Railway Co., that office will be assumed by Hon. Smith Ely, Jr., Vice President of the company. A new President cannot be elected before the meeting of stockholders next January.

[3] A certificate was filed with the Secretary of State of Ohio on the 22d ult. of the Cleveland and Newton Falls Railway Company, from Newton Falls to Chagrin Falls, in the counties of Trumbull, Portage, Geauga and Cuyahoga, capital stock \$50,000, by Lyman T. Sause and others.

[4] The aggregate length of railroads in operation in Turkey in Europe is 988½ miles. In this total the Constantinople and Adrianople line figures for 966½ miles, and the Salonica and Mitrovitz line for 228½ miles.

MARSHAL'S SALES.

Marshal's Sale.

George L. Douglass, trustee, &c., pl'ts, against Louisville, Cincinnati and Lexington Railroad Company, def'ts, and cases heard therewith—Louisville Chancery Court, No. 27,737.

BY virtue of a judgment rendered in the above-named case and the cases heard therewith, the undersigned will,

ON MONDAY, DECEMBER 4, 1876,

sell at public outcry at the door of the court-house, in the city of Louisville, Ky., about the hour of 11 o'clock, A. M., to the highest bidder, the following described property, viz:

All the rights, properties and franchises of the Louisville, Cincinnati and Lexington Railroad Company, including all the right, title and interest of said company free from the liens, mortgages or claims of any kind of the parties herein except as hereinafter stated in and to its line of railroad from its depot on Brook st., in the city of Louisville, through the counties of Jefferson, Oldham, Henry, Franklin, Woodford, Scott and Fayette to its depot on Water st., in the city of Lexington, and from Lagrange Junction, in Oldham county, through the counties of Oldham, Henry, Carroll, Gallatin, Grant, Boone, Kenton and Campbell, to its junction in the city of Newport with the Newport and Cincinnati Bridge, with all its improvements and appurtenances, right of way, lands adjacent thereto, depots, and the land upon which they are situate, and adjacent thereto, machine shops, round houses, cattle pens, and the lands on which they are situate and adjacent thereto, turn-outs, side-tracks, switches, engines, passenger cars, baggage cars, freight cars, dirt cars, hand cars and all other rolling stock of every description, machinery, tools, implements, fixtures, furniture, whether in buildings owned by it or leased by it or the receiver, materials and supplies of every description, so as to vest in the purchaser all of the right, title and interest of said Louisville, Cincinnati and Lexington Railroad Company, and to all property owned by it or in which it has any interest on said day of sale except chases in action, and all its rights and franchises free from any lien or claim of any of the parties to this suit except as hereinafter stated.

The purchaser or in the event of his transferring his bid before confirmation of the sale and the transferee thereof being accepted by the court, such transferee shall in any event in addition to the amount bid by him be required to assume the following outstanding debts, and all the engagements and obligations of the mortgage and deed of trust given to secure them, viz: One hundred bonds of one thousand dollars each, executed by the city of Louisville, the payment whereof was assumed by the Louisville and Frankfort Railroad Company, and secured by deed of mortgage dated 20th November, 1854, and recorded in the Jefferson County Court clerk's office, in deed book —, page —. Said bonds mature July 1, 1881, and bear interest at 6 per cent. per annum from July 1, 1876, payable semi-annually on the 1st day of each July and January from January 1, 1877, to July 1, 1881, inclusive.

Twelve bonds of one thousand dollars each, executed by Louisville and Frankfort Railroad Company, and secured by deed of trust from said corporation to James Guthrie, Virgil McKnight and Joshua B. Bowles, dated March 12, 1857, five of which bonds mature July 1, 1877, and seven of which mature July 1, 1878, and all of which bear interest at 6 per cent. per annum, payable semi-annually from July 1, 1876, the first five bearing coupons payable January 1, 1877, and July 1, 1877, and the other seven bearing coupons payable January 1, 1877, July 1, 1877, January 1, 1878, and July 1, 1878.

In addition to the assumption of the above amounts, and the engagements and obligations of the above mortgage and deed of trust, the undersigned will first offer said property, subject to the assumption by the purchaser of the following amounts and of the engagements, obligations, rights, duties and powers of the deeds of trust given to secure them respectively, to-wit: three thousand bonds of one thousand dollars each, dated January 1, 1867, and due January 1, 1897, bearing interest from July 1, 1876, at the rate of seven per cent. per annum, payable semi-annually on the first day of each January and July from January 1, 1877, to January 1, 1897, both inclusive, and same secured by deed of trust from the Louisville and Frankfort and Lexington and Frankfort Railroad Companies to Norvin Green, trustee, dated January 1, 1867, and hereinafter called the Norvin Green trust deed.

Nine hundred and eighty-nine bonds of one thousand dollars each dated April 1, 1870, and due April 1, 1900, bearing interest from October 1, 1876, at the rate of

8 per cent. per annum, payable semi-annually on the first day of each April and October from April 1, 1877, to April 1, 1900, both inclusive, and same secured by deed of trust from the Louisville, Cincinnati and Lexington Railroad Company to George L. Douglass, trustee, dated April 1, 1870, and hereinafter called the Douglass trust deed.

Three hundred and seventy-four bonds of one thousand dollars, each dated October 1, 1872, and due October 1, 1902, bearing interest from October 1, 1876, at the rate of eight per cent. per annum, payable semi-annually, on the first day of each April and October from April 1, 1877, to October 1, 1902, both inclusive, and same secured by deed of trust from the Louisville, Cincinnati and Lexington Railroad Company to A. D. Hunt, trustee, dated October 7, 1872, hereinafter called the Hunt trust deed.

One million five hundred and eighty-two thousand five hundred dollars in bonds, some of one thousand dollars and some of five hundred dollars, each dated April 1, 1873, and due 1st January, 1903, bearing interest from July 1, 1876, at the rate of seven per cent. per annum, payable semi-annually on the first day of each July and January from January 1, 1877, to January 1, 1903, both inclusive, and same secured by deed of trust from the Louisville, Cincinnati and Lexington Railroad Company to James Lees, trustee, dated April 1, 1873, and hereinafter called the Lees trust deed.

When said property is so offered, subject to the assumption by the purchaser of the amounts secured as above by said six mortgages, and his assumption of the engagements, obligations, rights, powers and duties of said six mortgages, if an amount is bid equal to the amount of interest due and unpaid thereon regarding the bonds as not matured, together with unpaid costs of said mortgages, and costs of sale and James Taylor's claim, the undersigned will proceed to sell the property so subject, and accept the highest bidder. If no bid of such an amount is made, the undersigned will then offer said property subject to the assumption by the purchaser of the amounts secured as above by the first five mortgages (excluding the Lees trust deed), and his assumption of the engagements, obligations, rights, powers and duties of said five mortgages. When said property is so offered, if an amount is bid equal to the amount of interest due and unpaid under said five mortgages regarding the bonds as not matured, and unpaid costs of the said five mortgages and of sale and James Taylor's claim, the undersigned will proceed to sell the property so subject, and accept the highest bidder. If no bid of such an amount is made, the undersigned will then offer said property subject to the assumption by the purchaser of the amounts secured as above by the first four mortgages (excluding the Lees and Hunt trust deeds), and his assumption of the engagements, obligations, rights, powers and duties of said four mortgages. When said property is so offered, if an amount is bid equal to the amount of interest due and unpaid under said four mortgages regarding the bonds as not matured, and unpaid costs of said four mortgages and of sale, the undersigned will proceed to sell the property so subject, and accept the highest bidder. If no bid of such an amount is made, the undersigned will then offer said property subject to the assumption by the purchaser of the amounts secured as above by the first three mortgages (excluding the Lees, Hunt and Douglass trust deeds), and his assumption of and subject to the engagements, obligations, rights, powers and duties of said three mortgages. When said property is so offered, if an amount is bid equal to the amount of interest due and unpaid under said three mortgages regarding the bonds as not matured, and unpaid costs of said three mortgages and of sale and James Taylor's claim, the undersigned will proceed to sell the property so subject, and accept the highest bidder. If no bid of such an amount is made, the undersigned will then offer said property subject to the assumption by the purchaser of the amounts secured as above by the first two mortgages (excluding the Lees, Hunt, Douglass and Green trust deeds), and his assumption of and subject to the engagements, obligations, rights, power and duties of said two mortgages, and will accept the highest bidder therefor.

The purchaser, or in the event of his transferring his bid before confirmation of the sale is confirmed, and his transferee being accepted by the court, such transferee will be required to execute a separate obligation to the mortgagee or trustee of each mortgage or deed of trust to which he buys subject, and shall, by such obligation, bind himself to the payment of the debts secured by such mortgage or deed of trust, principal, and interest as and when they become due, and to the performance of all the engagements and obligations contained in said mortgage or deed of trust, and shall subject himself and the property purchased by him or future to be acquired by him, as the owner of said railroad, to all the duties, conditions, engagements and obligations of said mortgage or deed of trust, and confer upon said mortgagee or trustee and his *cestui que* trusts all the powers, rights and duties conferred by the original mortgage or deed of trust, and in every way to bind himself and the property then owned and future to be acquired by him as owner of said railroad, and to confer upon said mortgagee or trustee and his *cestui que* trust all the rights and powers as if he, the said purchaser, had been the grantor in said original mortgage or deed of trust, and the maker of said bonds and coupons.

If said property is sold subject to any other mortgages than the ones of the city of Louisville and Guthrie, McKnight and Bowles, it will be sold on a credit of 3, 6, 9, 12, 15, 18, 21, 24, 27, 30, 33, 36, 39, 42, 45, 48, 51, 54, 57 and 60 months, for equal parts of the purchase money. If sold subject to these mortgages, it shall be sold on a credit of 3, 6, 9, 12, 15, 18, 21, 24, 27, 30, 33, 36, 39, 42, 45, 48, 51, 54, 57, 60, 63, 66, 69, 72, 75, 78, 81, 84, 87, 90, 93 and 96 months, for equal parts of the purchase money.

The purchaser will be required to execute bonds, with good security, bearing interest from date until paid at 6 per cent. per annum, and said bonds will be drawn payable on or before the day of their respective maturities. The bidder accepted by the marshal will be required to at once deposit with said marshal the sum of \$20,000 as security for his compliance with the terms of sale, which sum the marshal shall at once pay into court, which may be withdrawn by the said bidder on confirmation of the report of sale. A lien will be retained on the property sold to secure the bonds of the purchaser, and any obligation executed by him for mortgages or deeds of trust assumed by him.

C. C. W. ALFRIEND,
Marshal Louisville Chancery Court.

Finances of Wisconsin.

From the report of the State Treasurer, recently published, we learn that the amount paid into the Treasury for the year ending September 30, 1876, was \$1,698,392 65, making with the balance in the Treasury at the commencement of the year (\$277,681 44) a total of \$1,976,074 09. The disbursements during the year amounted to \$1,660,207 48, leaving in the treasury September 30, 1876, \$315,866 61. There yet remains due the several charitable and penal institutions of the State on account of the appropriations made them in 1876, a total of \$189,397 28.

The Treasurer states that the taxes levied for the year 1875 have been paid with great promptness, only \$590 89 remaining due at the end of the fiscal year, and this was to be settled during October. He further notes with pleasure the promptness with which the several railroad companies have paid their license taxes for the year 1876, which amount to an aggregate of \$391,210 08. Not a dollar of this tax remains unpaid. The Milwaukee, Lake Shore and Western Railroad Company has also paid in full the balance of its tax for 1875, amounting to \$3,042 56. The Sheboygan and Fond du Lac Company has paid \$2,450 of its delinquency, leaving only \$2,164 16 due. The Green Bay and Minnesota Company is still in arrears for the second instalment of the tax of 1875, amounting to \$6,705 24.

The United States Engineers who have been making a re-survey of the Union Pacific Railroad have completed their work, and it is said that they find no material inaccuracy in the surveys already reported to the government authorities.

The Nevada County Narrow gauge Railroad Company offer a standing reward of \$300 for the arrest and conviction of any parties who may place obstructions on the track of said railroad.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are lessed roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susquehanna* 100	4,500,000	J. & J.	July '76 3d	Little Miami* 100	5,871,450	quarterly	Sept. '76 2	Vermont and Mass* 100	\$2,800,000	A. & O.	Oct. '76 2
Atlanta and West Point* 100	1,223,200	J. & J.	July '76 3	Little Schuykill* 100	2,646,100	J. & J.	July '76 2	Warren (N. J.)* 100	1,800,000	A. & O.	Oct. '76 2
Atlantic and Gulf* 100	3,693,200	& -	-	Long Island* 100	3,000,000	M. & S.	May '73 10	Warwick Valley* 100	225,000	A. & O.	Apr. '72 24
" " guar. 100	786,476	M. & S.	Nov. '73 24	Louisv. Clin. and Lex* 100	1,622,483	J. & J.	July '76 2	Westchester & Phil. pref. 100	821,300	J. & J.	July '76 4
Atlantic and St. Law* 100	39,494,500	M. & S.	Sept. '76 3	" pref. 100	848,700	J. & J.	Jan. '74 4	West Jersey* 100	1,583,750	F. & A.	Feb. '74 1
" " new 1870 100	1,500,000	& -	-	Louisville & Nashville* 100	8,980,600	F. & A.	Feb. '74 4	Winchester & Potomac* 100	180,000	J. & J.	July '76 2
Avon, Genesee & Mt. M.* 100	100	A. & O.	Jan. '75	Louisv., N. Alb. & Ohio* 100	8,000,000	J. & D.	Dec. '70 10	Winchester & Strasburg* 100	500,000	J. & J.	July '74 3
Baltimore and Ohio* 100	18,151,982	M. & S.	Nov. '75 5	Lowell and Lawrence* 100	200,000	A. & O.	Oct. '76 3	Worcester and Nashua* 100	1,789,800	J. & J.	July '76 2
Washington Ex* 100	1,650,000	A. & O.	Apr. '75	Lykens Valley* 100	600,000	F.M.A.N.	Aug. '75 2	HORSE-POWER R. R.			
Berkshire* 100	320,500	quarterly	-	Maine Central* 100	2,400,500	M. & N.	Nov. '76 5	Albany City* 100	110,800	- & -	-
Blossburg & Corning* 50	250,000	J. & D.	Dec. '72 24	" 1st pref. 50	8,130,718	M. & S.	Sept. '66 2	Baltimore City* 100	2,003,000	J. A. J.O.	Oct. '76 2
Boston and Albany* 100	20,000,000	M. & N.	Nov. '76 4	" 2d pref. 50	4,460,808	M. & S.	Sept. '66 2	Bleecker St. & F. Ry. (N.Y.) 100	900,000	- & -	-
Bos. Clin. & Fitchb. pref. 100	1,172,800	& -	-	Memphis & Charleston* 25	5,812,725	J. & J.	Jan. '69 8	Broadway (Brooklyn)* 100	200,000	J. & J.	Jan. '78 6
Agricultural Bu. guar. 100	60,000	J. & D.	June '76 3	Michigan Central* 100	18,738,204	J. & J.	Jan. '73 4	Broadw. & 7th Av. (N.Y.) 100	2,100,000	J. & D.	Jan. '75 2
Bost. Cons. & Mont. *pref. 100	800,000	M. & N.	Nov. '76 2	Mill Creek & Minehill* 50	323,375	M. Hill & Schuyl. Hav* 50	5,855,450	Brooklyn City & Newt. 100	1,500,000	F. M. A. N.	Aug. '76 8
Boston and Lowell* 500	3,200,000	J. & J.	Jan. '75 3	Morris and Essex* 50	14,008,100	J. & J.	July '76 3	Brooklyn & Jamaica* 100	488,100	- & -	-
Boston and Maine* 100	5,621,274	M. & N.	Nov. '76 3	Nashua and Lowell* 100	800,000	M. & N.	Nov. '76 2	Bushwick (Brooklyn)* 100	802,000	J. & J.	July '71 4
Boston and Providence* 100	4,006,000	M. & N.	Nov. '76 4	Nash, Chat. & St. Louis* 100	6,575,298	A. & O.	Oct. '76 1	Cambridge (Mass.) 100	824,300	A. & O.	Oct. '76 4
Bost. Revere B. & Lynn* 100	330,000	quarterly	-	Naugatuck* 100	1,885,900	F. & A.	Aug. '76 1	Camp. Park. N. & E. Riv. 100	1,068,400	A. & O.	Oct. '62 6
Buffalo, N. Y. and Erie* 100	950,000	F. & A.	June '76 3	Nequehoning Valley* 50	1,000,000	M. & S.	Sept. '76 2	Citizens (Phl.) 50	500,000	J. & J.	July '78 10
Burlington and Mo. Riv. 100	2,54,203	M. & S.	Sept. '75 5	Newark and N. York* 100	977,400	J. & J.	Jan. '75 2	Citizens (Pbg.) 50	200,000	M. & N.	Nov. '71 2
" " prof. 100	1,485,800	M. & S.	Sept. '75 5	N. Castle & Beaver Val* 50	1,800,000	quarterly	Oct. '76 24	D. Doak, E. B'dw. & Bat. 100	1,200,000	F. M. A. N.	Aug. '75 5
Camden and Amboy* 100	5,847,800	quarterly	-	N. Haven & Northamp* 100	605,000	quarterly	Oct. '74 3	Eighth Avenue (N. Y.) 100	1,000,000	J. & J.	Jan. '76 6
Camden and Atlantic* 50	377,400	quarterly	-	New Jersey* 100	7,296,200	quarterly	Oct. '76 24	Elizabeth and Newark 100	200,000	- & -	-
" " pref. 50	538,350	quarterly	-	New London Northern* 100	1,418,900	quarterly	Oct. '76 2	42nd St. & G. St. Ferry 100	748,000	M. & N.	May '75 6
Cape Cod* 60	1,020,330	J. & J.	Oct. '76 24	New York and Harlem* 100	8,942,830	quarterly	Oct. '76 2	Frankf. & Southw. (Ph.) 50	491,700	J. & J.	July '76 8
Cape May and Millville* 50	447,000	J. & D.	June '76 5	" pref. 100	1,500,000	J. & J.	July '76 4	Germantown (Ph.) 50	1,000,000	J. & J.	July '76 4
Catasauqua* 50	426,900	November	-	N. Y. Provid. & Boston 100	1,500,000	quarterly	Oct. '76 24	Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Catawissa* 50	5,159,800	& -	-	N. Y. Provid. & Boston 100	1,500,000	quarterly	Oct. '76 24	Grand St. and Newton 100	170,000	J. & J.	July '71 3
" " pref. 50	2,200,000	M. & N.	Nov. '76 3	N. Y. Provid. & Boston 100	1,500,000	quarterly	Oct. '76 24	Green & Coates St. (Ph.) 50	500,000	J. & J.	July '76 2
Cayuga and Susq.* 50	689,110	J. & J.	July '76 4	N. Y. Provid. & Boston 100	1,500,000	quarterly	Oct. '76 24	Heston, Mantay & Fairm. 50	2,050,000	J. & J.	Jan. '75 14
Cedar Rapids & Mo. R. 100	6,850,400	F. M. A. N.	Nov. '76 1	" pref. 100	1,500,000	J. & J.	July '76 5	Hightland* 100	290,000	M. & N.	Nov. '75 4
Central of Georgia* 100	4,666,800	J. & J.	July '75 3	North Carolina* 100	4,000,000	irregular	July '76 3	Lomb. & South Sta. (Ph.) 25	305,000	A. & O.	Oct. '71 6
Central of New Jersey* 100	29,000,000	quarterly	-	" 1st pref. 100	96,000	M. & N.	May '71 4	Philadelphia City* 50	750,000	J. & J.	July '76 6
Central Ohio* 50	5,245,000	J. & D.	June '76 2	North Penn. Pennsylvania* 50	3,978,150	F. & A.	Aug. '76 3	Philadelphia & Darby 100	200,000	J. & J.	July '71 2
Central Pacific* 100	54,275,500	A. & O.	Oct. '75 4	" 2d pref. 100	5,842,000	M. & N.	May '71 4	Philad. and Grey's Ferry 50	284,775	J. & J.	Jan. '76 24
Chemung* 100	380,000	quarterly	-	Northern Central* 50	8,048,400	J. & D.	Dec. '76 24	Phl. Alleg. & Manchester 100	200,000	M. & N.	Nov. '69 8
Cheshire, preferred* 100	1,165,300	J. & J.	July '75 2	Northern N. Hamp* 100	1,000,000	J. & J.	July '74 4	Second Avenue (N. Y.) 100	888,100	J. A. J.O.	July '75 2
Chicago and Alton* 100	9,649,100	M. & S.	Sept. '76 4	Norwich & Worcester* 100	2,604,400	J. & J.	July '75 3	Second & Third St. (Ph.) 50	92,100	J. & J.	Oct. '76 3
Chicago, Burl. & Quincy* 100	27,612,842	M. & S.	Sept. '75 5	Ogdensburg & L. Champl* 50	3,077,000	F. & A.	Aug. '76 4	17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
Chicago, I. & Pacifc* 100	26,000,000	A. & O.	Oct. '74 7	Pacific of Missouri* 100	3,635,750	quarterly	July '76 14	Orange and Newark* 100	282,556	- & -	-
Cin. Ham. & Wast* 100	3,500,000	A. & O.	Oct. '74 7	Panama* 100	7,000,000	quarterly	Oct. '76 2	Philadelphia City* 50	750,000	J. & J.	July '76 6
Cin. Sand. and Clev.* 50	2,980,500	& -	-	Philad. and Trenton* 100	1,521,800	quarterly	Mar. '75 24	Philadelphia & Darby 100	200,000	J. & J.	July '71 2
Clev., Col. Cin. & Ind.* 100	14,991,275	F. & A.	Feb. '76 2	Old Colony* 100	6,733,863	J. & J.	July '76 3	Philad. and Grey's Ferry 50	284,775	J. & J.	Jan. '76 24
Cleveland & Mahoning* 50	5,057,569	M. & N.	May '76 3	Oswego and Syracuse* 100	482,400	F. & A.	Aug. '76 2	Second & Third St. (Ph.) 50	92,100	J. & J.	Oct. '76 3
Cleveland & Pittsburg* 50	12,236,150	quarterly	-	Pacific of Missouri* 100	3,635,750	quarterly	July '76 14	Sixth Avenue (N. Y.) 100	500,000	M. & N.	Nov. '74 5
Columbus and Xenia* 50	1,786,800	M. & S.	Sept. '76 2	Panama* 100	2,000,000	quarterly	Oct. '76 2	Third Avenue (N. Y.) 100	1,170,000	F. M. A. N.	Feb. '76 24
Colum. & Hocking Val* 100	2,500,000	F. & A.	Aug. '76 4	Paterson and Hudson* 100	632,000	J. & J.	July '76 2	13th & 15th street (Ph.) 50	1,000,000	J. & J.	July '76 3
Concord* 50	1,600,000	M. & N.	Nov. '76 5	Paterson and Newar* 100	250,000	J. & J.	July '76 2	23rd street (N. Y.) 100	600,000	J. & J.	Jan. '75 4
Concord and Porta.* 50	350,000	J. & J.	July '76 24	Paterno and Ramapo* 100	248,000	J. & J.	July '76 2	Somerville (Boston) 100	98,000	M. & N.	Nov. '76 8
Conn. & Passaic Riv. 100	2,100,000	F. & A.	Feb. '76 2	Pember & Hightstown* 50	342,150	J. & J.	Nov. '76 2	South Boston 100	450,000	quarterly	-
Conn. Connectiv. River* 100	2,104,000	J. & J.	Oct. '76 2	Pennsylvania* 50	68,144,475	F. & A.	Aug. '76 4	Union (Boston) 100	374,800	J. & J.	July '76 2
Cumberland & Viley* 50	1,292,950	J. A. J.O.	Oct. '76 4	Philadelphia & Erie* 50	6,004,300	J. & J.	July '76 4	Union (Phl.) 50	400,000	J. & J.	July '76 5
" 1st pref. 50	241,900	A. & O.	Oct. '76 4	" pref. 50	2,400,000	J. & J.	July '74 4	West Philadelphia 50	400,000	J. & J.	July '76 10
" 2d pref. 50	243,000	A. & O.	Oct. '76 4	Phil. Ger. & Norristwn* 50	1,626,250	M. J. S.D.	Sept. '76 3	CANALS.			
Danbury and N.C.W.Ls. 50	600,000	....	-	Phil. and Reading* 50	32,725,750	quarterly	Jan. '76 2	Cheapeake & Delaware 50	1,983,503	J. & D.	June '52
Delaware* 50	1,230,950	J. & J.	July '76 3	" pref. 50	1,551,800	quarterly	July '76 24	Chesapeake and Ohio 50	6,229,504	- & -	-
Del. Lackaw. & Wast. 50	1,580,000	quarterly	-	Phila. Wil. & Balt. 50	1,256,200	J. & J.	July '76 4	Delaware Division 50	1,633,350	F. & A.	Aug. '76 4
Detroit & Milwaukee* 50	822,140	& -	-	" 1st pref. 50	11,536,250	J. & J.	July '76 4	Delaware and Raritan* 50	5,847,400	quarterly	Oct. '76 24
Dubuque & Sioux City* 100	5,000,000	J. & O.	Dec. '76 2	Portl. Saco & Portland* 100	1,500,000	J. & J.	July '76 2	Erie of Pennsylvania* 50	64,000	- & -	-
East Pennsylvania* 50	5,100,300	J. & J.	July '76 2	Prov. & Worcester* 100	2,000,000	J. & J.	July '76 4	Lehigh Coal & Navigat. 50	10,848,500	J. S. D.M.	Sept. '76 13
East Muhahoy* 50	329,250	J. & J.	July '76 2	Ridgefield & Greenbush* 100	1,600,000	J. & J.	July '76 2	Morris (consolidated) 50	1,025,000	J. & J.	Feb. '76 5
East Tenn., Va. & Ga... 100	1,965,274	A. & O.	Ap. '76 3	Roxbury & Worcester* 100	2,000,000	J. & J.	July '76 4	" (preferred) 50	1,176,000	F. & A.	Feb. '76 5
Eastern (Mass.)* 100	4,997,600	J. & J.	July '76 2	Ridgefield & Greenbush* 100	1,600,000	J. & J.	July '76 2	Pennsylvania* 50	4,337,950	- & -	-
Eastern (N. H.)* 100	492,500	J. & J.	July '76 3	Rochester & Saratoga* 100	6,000,000	J. & J.	July '76 2	" (common) 50	1,908,207	F. & A.	Aug. '76 306
Kimira, Jef. & Canand* 100	500,000	F. & A.	Aug. '74 2	Roch. & Genesee Val* 110	1,110,556,200	J. & J.	July '76 2	" (ref.) 50	2,888,972	F. & A.	Aug. '76 604
Kimira, Jef. & Willimansport* 50	500,000	J. & J.	May '76 24	Rome, Watert. and Ogd. 100	2,998,900	J. & J.	July '76 2	Susq. and Tide Water 50	2,002,746	- & -	-
" pref. 50	500,000	J. & J.	July '76 24	Rutland* 100	2,480,800	J. & J.	July '76 2	Union* 50	2,907,860	- & -	-
Hanover Branch, (F.A.) 50	116,860	M. & N.	July '76 2	" preferred 100	1,000,000	F. & A.	Oct. '76 34	W. Branch and Busq* 50			

The Coal Trade.

The total tonnage for the week ending on the 18th instant, as reported by all the companies, amounted to 608,090 tons, against 562,788 tons in corresponding week last year, an increase of 45,302 tons. The total amount of anthracite mined for the year is 16,830,680 tons, against 18,580,774 for same period last year, a decrease of 1,750,094 tons. The quantity of bituminous coal sent to market for the week was 89,916 tons, against 87,751 tons for corresponding week last year, an increase of 2165 tons. The whole bituminous tonnage from the beginning of the coal year is 3,264,307 tons, against 4,030,686 tons in corresponding time last year, a decrease of 776,379 tons. The total tonnage of all kinds of coal for the week is 698,006 tons, against 650,534 to corresponding date last year, an increase of 47,472 tons, and the total tonnage for the coal year is 20,084,987 tons, against 22,611,460 tons to same date last year, a decrease of 2,256,473 tons. The receipts at Perth Amboy for the week ending the 18th inst. were 28,169 tons, and shipped 20,554 tons, leaving a stock on hand of 42,520 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the last week was 101,899 tons, of which 87,555 tons were coal and 14,344 tons coke. The total carried this year is 3,978,402 tons, of which 3,214,618 were coal and 654,288 coke. This total embraces all the coal carried over the road, east and west.—*Phila. Ledger*, No. 27.

Boston and Providence Railroad.

The annual meeting of the stockholders of this corporation was held in Boston on the 15th ult., the President, Henry A. Whitney, Esq., in the chair.

Mr. Winslow Warren, clerk of the corporation, read the call for the meeting and the records of the last annual meeting.

The President called attention to the new law in relation to the issue of notes of corporations, and said that, as the notice given this year of the intention of the corporation to issue such notes had been published too late, the proposition was laid over until the next annual meeting.

The accounts of the treasurer were approved by the auditing committee and by the stockholders.

The annual report of the directors was presented in print, and the reading of the same was waived. A full abstract of the report is given on another page of the JOURNAL.

President Whitney called the attention of the stockholders to the death of the Hon. John H. Clifford, and read several tributes of respect to his memory, including the resolution passed by the Board of Directors at the time of his death. On motion of Mr. Peter T. Homer, it was—

Voted that the stockholders of the Boston and Providence Railroad Corporation hereby accept and adopt as their own, the preamble and resolves passed by their directors on the 12th of January last, as a testimonial of their appreciation of the services of the deceased President of the corporation, the late Hon. John H. Clifford.

The President called the attention of the stockholders to the debt of the corporation, amounting to the sum of \$1,294,000, which becomes due as follows:

Notes due in 1877.....	\$227,000
" " 1878.....	47,000
" " 1879.....	100,000
" " 1880.....	200,000
" " 1881.....	120,000
" " 1882.....	100,000
Bonds due in 1893.....	500,000

The President expressed his intention to urge upon the directors the necessity of constructing an iron bridge over the Blackstone River at Valley Falls.

On motion of Gen. William Raymond Lee, it was voted that the thanks of the stockholders be tendered to the Board of Directors for their faithful and successful efforts to reduce the expenses of operating the road the past year, and also for their judicious action in limiting the dividends of the past year to the net earnings of the corporation.

The stockholders proceeded to the election of seven directors, and the following gentlemen were unanimously chosen, the whole number of votes being 6,278: Henry A. Whitney, George W. Hall, T. P. I. Goddard, J. Huntington Wolcott, William R. Robeson, Francis M. Weld, Joseph W. Balch.

The meeting then adjourned.

India Rubber Tree Culture.

The adaptability of California to the culture of the caoutchouc, or rubber tree, is coming to be seriously agitated as one of the future possible resources and avenues of wealth of that State. The few trees already growing have made such successful progress that their general culture would seem to be not only possible but comparatively easy. Apropos of this subject the *Rural Press* has the following:

"There are, as is generally known, several trees and plants from which the caoutchouc of commerce is obtained. The Mexicano tree is quite different from the East Indian, and others are different from these. Although the India rubber is produced by sub-tropical countries, there seems, so far as we know, no good reason why some of the plants would not thrive in semi-tropical climates, because the tree, even under the tropics, proves itself adapted to cooler air by flourishing far up the mountain sides. For instance, the *ficus elastica* of Assam grows on the slopes, from the valley upward to an elevation of 22,000 feet, according to Appleton's New Encyclopedia. This is doubtless very incorrect, as the highest point of the Himalayas is only 29,000 feet above the sea level. We do not believe that the tree is as hardy as Appleton makes it, for if it were we might almost lay out Mount Shasta for India Rubber plantations, for he is 17,000 feet up in the air. According to Appleton's the tree flourishes from 5,000 to 6,000 feet above the line of perpetual snow, which is absurd. The truth doubtless is that the tree grows to a considerable elevation in the tropics, and in this fact is found the adaptation which enables it to flourish in Sacramento. Our attention is called to this matter especially at this time because of news which comes of an enterprise which the English Government is conducting, looking to a large growth of the tree in India."

Mr. J. S. Leib, Treasurer of the Northern Central Railway Company gives notice that the bonds of the York and Cumberland Railroad Company for \$500,000, due 1st January, 1877, will be paid at the First National Bank of Baltimore on that day. The company proposes to exchange its consolidated general mortgage 6 per cent gold bonds for the York and Cumberland bonds on a basis of par for each, on or before 1st December.

Get a WAKEFIELD EARTH CLOSET at 25 New Church St., New York. Send for circular.

Knox & Shain,

MANUFACTURERS of Engineering and Telegraphic Instruments, 716 Chestnut St., Phila. (Two premiums awarded.)

RICHARD DUDGEON,

No. 94 Columbia St., New-York,
Maker and Patentee of

HYDRAULIC JACKS

and

PUNCHES,

RollerTube Expanders
and Direct-Acting

STEAM HAMMERS.

Communications by letter will receive prompt attention.

Jacks for Pressing
on Car Wheels or
Crank Pins,
MADE TO ORDER.

**THE ROGERS
Locomotive & Machine****WORKS,****PATERSON, N. J.,**

HAVING extensive facilities, are now prepared to furnish promptly of the best and most approved description, either

**COAL OR WOOD BURNING
LOCOMOTIVE ENGINES,**

AND OTHER VARIETIES OF

RAILROAD & MACHINERY.

J. S. ROGERS, Pres't.
R. S. HUGHES, Sec'y.
W. S. HUDSON, Supl.

{ Paterson, N. J.

THOMAS ROGERS, Treasurer,

44 Exchange Place, New York.

ENVELOPES.

The subscribers beg leave to inform Railroad Companies, Manufacturers, Banks, Bankers, Insurance Companies, and all others who use Envelopes that they are largely in the Envelope Manufacturing business, having Machinery for producing 1,000,000 Envelopes per day. Their Folding Machines are the best in use, gumming the seal flap and folding the Envelope at the same time, giving a fine even gumming. Their assortment embraces every style, from the cheapest to the best, including Manila Envelopes for Railroads—at very low prices. The small Envelopes for City Railroads—printed with different denominations—such as 10, 25, 50 and 100 cents—supplied by the large quantity very cheap. Samples sent when requested.

SAMUEL RAYNOR & CO.,
117 William st., New York.

PATENTS.**T. D. STETSON,**

Solicitor of American and Foreign Patents.

23 Murray Street, New York,

(Near New Post Office.)

Send for circular.

MACHINERY.

BOGARDUS' PATENT UNIVERSAL ECCENTRIC MILLS—for grinding Bones, Ores, Sand, Old Crucibles, Fire Clay, Guanos, Oil Cake, Feed, Corn, Corn and Cob, Tobacco, Snuff, Sugar, Salts, Roots, Spices, Coffee, Coconut, Flaxseed, Asbestos, Mica, etc., and whatever cannot be ground by other mills. Also for Paints, Printers' Inks, Paste Blacking, etc. JOHN W. THOMSON, successor to JAMES BOGARDUS, corner of White and Elm sts., New York. 6m24*

ALLIS, BULLARD & CO.,

Limited.

Railway and Machinists' Supplies.

MACHINERY AND METALS.

Specialty made of Second Hand

IRON WORKING MACHINERY.

14 DEY STREET, NEW YORK.

**THE
PHOENIX IRON CO.,**
410 Walnut St., Philadelphia,
MANUFACTURERS OF
CURVED, STRAIGHT AND HIPPED

Wrought Iron Roof Trusses

BEAMS, GIRDERS and JOISTS,
and all kinds of Iron Framing used in the construction of
iron roof buildings.

**DECK BEAMS, CHANNEL, ANGLE
AND T BARS**
curved to template, largely used in the construction of
Iron Vessels.

Patent Wrought Iron Columns,

Weldless Eve Bars,
for top and bottom chords of bridges.

Railroad Iron, Street Rails, Rail Joints
and Wrought Iron Chairs.

Refined Bar, Shoeing, and every variety of Shipping Iron
Made to Order.

Plans and Specifications furnished. Address
SAMUEL J. REEVES, President.

ESTABLISHED, 1821.

MORRIS, TASKER & CO., Limited.

PASCAL IRON WORKS,
PHILADELPHIA.

DELAWARE IRON CO.,
NEW CASTLE, DELAWARE.

Office 209 SOUTH THIRD Street, Philadelphia.
Office and Warehouse, No. 15 GOLD St., New York.
Office and Warehouse, No. 38 OLIVER St., Boston.

Manufacturers of Wrought Iron Welded Tubes, plain,
galvanized and rubber coated, for gas, steam and water.

Lap-Welded Charcoal Iron Boiler Tubes.

Oil Well Tubing and Casing.

Gas and Steam Fittings, Brass Valves and Cocks.

Gas and Steam Fitters' Tools.

Cast Iron Gas and Water Pipe.

Street Lamp Posts and Lanterns.

Improved Coal Gas Apparatus.

Improved Sugar Machinery, &c.

We would call special attention to our
Patent Vulcanized Rubber-coated
Tube.

Jersey City Steel Works.

JAS. R. THOMPSON & CO.

MANUFACTURERS OF

HAMMERED AND ROLLED

CAST STEEL,

OF ALL DESCRIPTIONS,

Warren Street, Jersey City, N.J.

Tool, Drill, Frog Plates and Points, Cutlery, Rake, Axe,
Hoe, Machinery, Spring Wagon-Axle, Tyre, Sword, Bayonet,
Knife, and Pistol, *made to Order.*

JAS. R. THOMPSON,

B. ILLINGSWORTH,
H. DICKINSON.

For Railroad Purposes.

STEEL STAMPS, LETTERS AND FIGURES,
of every description, and for all purposes. Made by

RICHARD H. ROGERS,

Die Sinker and Letter Cutter,

No. 50 Fulton Street, New York.

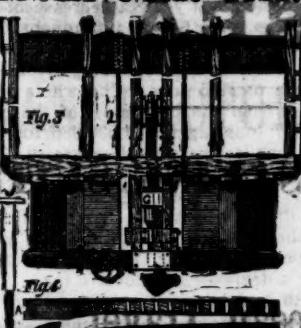
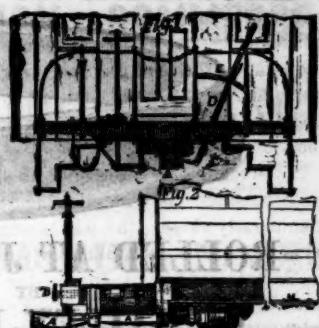
Name Punches, Alphabets, Figures, and every variety
of Steel Stamp Work for

RAILROAD PURPOSES

Established 25 years. Orders and inquiries by mail
promptly answered.

**MILLER'S TRUSSSED PLATFORMS,
COMPRESSION BUFFERS & AUTOMATIC COUPLERS
FOR RAILROAD PASSENGER CARS.**

Send for Illustrated Pamphlet.



and call and see working Model.

OFFICE: 6 Park Place, New York.

E. MILLER, Patentee.

ESTABLISHED 1837.
**C. EDWARD HECHT,
LEHICHTON PAINT WORKS,
EASTON, PA.**
LEADS, ZINCS, COLORS, VARNISHES, DRYERS and PAINTS, "Always Ready" Mixed.
ALL COLORS BY THE GALLON.

CAST-STEEL WORKS

OF

**FRIED. KRUPP,
ESSEN, GERMANY.**

TIRES, AXLES, WHEELS, &c.

SPRING, TOOL & ROLL STEEL.

Represented by

THOS. PROSSER & SON.

15 Gold St., New York.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to contract to deliver best quality American or Welsh, Steel or Iron Rails, and of any required weight and pattern.

PERKINS. LIVINGSTON, POST & CO.,
23 Nassau Street,
NEW YORK.

RIEHLE BROS.

**SCALES
AND
TESTING
MACHINES**

Office and Works, 9th st. above Master, Philadelphia.
Warehouses, 50 and 52 So. 4th st. above Chestnut, Phila.
New York Store, 93 Liberty st.

Pittsburg Store, 43 Smithfield st.

Scales for Railroads, Elevators and Wharves.

Scales for Furnaces, Rolling Mills, Mines, etc.

Testing Machines adopted by U. S. Government.

Send for Illustrated Price List.

THE
TAUNTON LOCOMOTIVE
MANUFACTURING COMPANY,

TAUNTON, MASS.,
HAVING large facilities, and having had a long experience in the business, are prepared to furnish

LOCOMOTIVES,
EITHER FOR BURNING WOOD OR COAL,
OF THE MOST APPROVED CONSTRUCTION.

ALSO ALL KINDS OF
RAILROAD MACHINERY,

STATIONARY ENGINES AND BOILERS.

SUGAR MILLS, SHAFTING, ETC.

HARRISON TWEED,
Agent and Treasurer.

P. I. PERRIN, Sup't.

YORK CAR WORKS.

ESTABLISHED IN 1852.

Billmeyer & Smalls,
YORK, PENN.

This old established firm continue to build all kinds of Freight Cars to order. They submit to customers their cars for their inspection and the same will be delivered at the earliest opportunity. Having received their special attention, they are prepared to receive orders and to deliver promptly. Circulars sent on application.

FINANCIAL.

**ALEX. FROTHINGHAM & CO., BANKERS AND
BROKERS,** No. 12 Wall st., make for customers desirable investments of large or small amounts in stocks of a legitimate character, which frequently pay from five to twenty times the amount invested every thirty days.

Reliable stock privileges negotiated at favorable rates. Stocks bought and carried as long as desired on deposit of three to five per cent. Circulars and weekly reports sent free.

ly 23*

ABSOLUTE SAFETY AT SEA!

LIFE SAVING SUITS

FOR

Ocean Travel.

The Continuous Disasters at Sea

and the almost countless lives that have been lost, urge the introduction of more effective appliances for saving life than have yet been generally adopted. In response to the great public demand, the American Life Saving Suit Company now presents a

Practical Life-Saving Suit.

This suit having been tested and approved by the most scientific and practical authorities, we now offer as a means of absolute safety from death by drowning. The invention now offered claims its superiority over all similar inventions, in that it floats the body in a vertical position in the roughest sea, preserves the natural calorific of the body for any number of days, with capacity for carrying provisions for ten days; and signals to attract attention from passing vessels.

This suit embodies three principles, which are imperative in a life-saving dress:

First—A buoyancy which supports the body in a vertical position, and maintains it as from a natural law.

Second—Protection from water and weather, and consequent chill.

Third—A commissariat department, to which is attached signals, with capacity for carrying valuables, etc., etc.

This suit is put on over ordinary clothing except shoes and hat, and can be put on inside of five minutes, and is let to passengers on transatlantic steamers at the low price of FIVE DOLLARS A TRIP.

"This life-dress is one of the most valuable inventions—perhaps the most valuable—to be found anywhere. It is an absolute preserver of life in the event of wreck or fire or any form of sea-accident, by which the vessel is destroyed. Had the *Schiller*, or any of the lost fleets of past years, been amply provided with those suits, no one life—except, perhaps, some infant's—need have been lost. Scarce one of all the ships which in the past have sailed silently away and have never afterwards furled their sails and come to the shore again, would have gone down unstoried, with no survivor left to tell the dismal tale of collision, of ice-pack, of breakers, of hidden rock, of fire, or of destructive gale, had each and all borne these suits as a part of the outfit. With the history of the past strewn with wrecks of preciously freighted ships, who shall say that any device which robs shipwreck of its chief terrors, is not one of vast importance and priceless value?"

This Company also own THE BEST LIFE PRESERVER IN THE WORLD—can be adjusted in one second. It can be carried in the pocket. No person traveling either on the lakes, or river steamers, should be without one.

Call and see both the above, or send for pamphlet.

THE AMERICAN LIFE-SAVING SUIT CO.,

No. 14 NEW CHURCH ST. (Near Dey),
NEW YORK.

CAMMELL'S CAST STEEL.



ROLLED AT JERSEY CITY

BY
W. BAILEY LANG & CO.

New York
AND
Boston.

CORYDON WINCH,

Manufacturer of RAILROAD, SHIP, BOAT & DOCK SPIKES.



Rolling Mill and Factory, Canal Street, near Second and Laurel, Philadelphia.

MISFIT CARPETS.

English Brussels, Three-Ply and Ingrain, also, Stair Carpets, Velvet Rugs, Crumb Cloths, Oil Cloths, etc., very cheap at the Old Place,

112 FULTON STREET, NEW YORK.

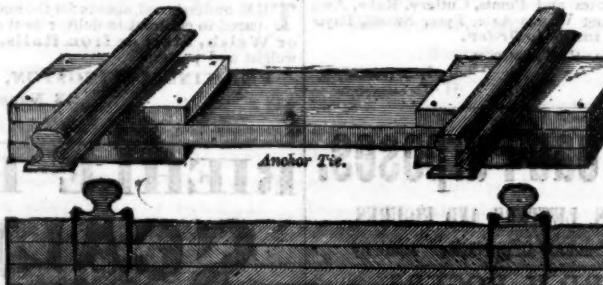
Carpets carefully packed and sent to any part of the United States free of charge.

Send for Explanatory Circular.

J. A. BENDALL.

TRIPLER RAILROAD CROSS TIE COMPANY,

235 SOUTH THIRD STREET, PHILADELPHIA, PA.



Sectional Tie.

These Ties are now offered to the Railroad public with the assurance that they will meet the growing want of an improvement in this branch of Railroad industry. The Tripler Tie has had three years' severe test on one of the principal roads of the State, and has more than come up to the expectation of the inventor.

These Ties are steam cured and made indestructible by antiseptic compounds. They possess elasticity, durability, even surface, uniform size; can be repaired when worn by the rail; less strain on rolling stock.

The Tripler Railroad Cross Tie Company are now prepared to furnish Railroads with any quantity for immediate delivery or for the ensuing year.

Some of the Ties which have been in use three years are now in the office of the company for inspection. For further particulars, testimonials, &c., apply to

A. B. TRIPLER, Agent, 235 S. Third Street.

N. B.—Those Roads wishing to adopt this Tie, situated at a distance from the factory, the T. R. R. C. T. Co. are prepared to put up work as near as possible to the line of the road, thus saving the cost of transportation.